

Navy News

AUGUST 1983 10p

ICE SHIP WINS PEACE AWARD

HMS ENDURANCE, the ship which saw the Falklands conflict through from start to finish, is to receive special recognition — not, on this occasion, for activity in war but for her outstanding and continuing contribution to community relations and scientific work down south.

The ice patrol ship, which returned to the UK last August ten months after leaving for the South Atlantic, is to receive the 1982 Wilkinson Sword of Peace for the Royal Navy. This year she has completed another five months deployment in the south.

At present the Endurance is in refit at Portsmouth, and presentation of the award is being planned for the autumn.

Says the citation: "HMS Endurance's achievements during last year's Falklands campaign, while readily hailed, has tended to overshadow the outstanding contribution she has made over many years, thousands of miles from her home base, in liaising

with and sustaining the outstations of the Falkland Islands and the scientific bases of the Dependencies and Antarctica.

"In going about her business, largely unheralded at home, she has long been held in high and affectionate regard by the people of the Falkland Islands and the other communities in the South Atlantic.

"The Endurance's ship's company is small in relation to

results achieved. As part of her normal peacetime business, she has provided stores for the outstations and scientific bases, has flown patients from these communities to the hospital in Stanley, has assisted with repairs and maintenance of houses, schools and recreational facilities, and has supported the farming community in a number of practical ways.

Continued in back page.

New craft sign on for the Falklands

TWO of three vessels acquired for inshore work in the Falklands are due to be commissioned at Rosyth this summer.

The ships — about 800 tonnes and formerly oil rig support vessels — have been purchased from Seaforth Maritime Ltd, of Aberdeen, and already are Royal Navy ships.

First two are HMS Protector (formerly Seaforth Saga) and HMS Guardian (formerly Seaforth Champion).

HMS SENTINEL

The third, to follow later, will be HMS Sentinel (formerly Seaforth Warrior).

Each will have a ship's company of 23, and the senior officer Falkland Island patrol vessels will command the Protector.

Normal tour of duty to the Falklands for RN ships is about four months (six months UK to UK). With the new patrol vessels remaining on duty there, the plan is for their crews to be six months on station, but with drafting movements by air reducing travelling time.



Picture: LA(Phot) Ian Wrightson, Fleet Photographic Unit.

FIREPOWER!

THIS photograph of a Sea Dart being launched from HMS Invincible during the high seas firing phase of Exercise Springtrain is one of several spectacular missile pictures which have become available to Navy News.

The Sea Dart was one of ten fired by HM ships Invincible, Bristol and Newcastle and its target was a supersonic Stiletto more than 20 miles away.

Records from the engagement were still being fully analysed but one fact was clear — the buffer had plenty of painting to catch up on!

● More missile pictures — back page; Navy Days preview — page 22.



Boxer's on trial for new breed

AS NEWS was announced that tenders are to be invited for two more Type 22 frigates, the first of the Royal Navy's "stretched" 22s, the 4,400-tonne HMS Boxer, was nearing completion before her planned acceptance into the RN this autumn.

Following commissioning, due to take place at Plymouth in December, she is expected to spend a further three years on trials.

Fifth of the class and built by Yarrow, she in fact regards herself as first of a new breed,

● A feature on computer use by MOD in ship design appears on Page 8.

being 12 metres longer than the earlier Type 22s and showing a new bow shape.

She is also the first ship to be fitted with the latest generation of Operations Room equipment, the Computer Assisted Command System (CACS).

This computerised system, collecting information from radar, sonar and electronic warfare sensors, presents a full picture of threats to the ship and, under battle and stress conditions, is designed to reduce further the chances of human error.

Besides her powerful array of missile armament, she has two 40mm Bofors guns. Later Type 22s will be further redesigned to take a 4.5-inch gun, instead of the Bofors.

Of the two latest tenders announced, one will be the final replacement for destroyers and frigates lost in the Falklands. The other will bring the Type 22 strength up to 14.

DIDO'S A KIWI!

OH BUOY — she's all ours! Cdr. Chris York (left), commanding officer of HMS Dido, symbolically hands over the frigate to Lieut.-Cdr. Brian Petley RNZN, who was accepting the ship on behalf of the Royal New Zealand Navy at Portsmouth on July 18.

Lieut.-Cdr. Petley is the new first lieutenant of the frigate, which will be known as HMNZS Southland — hence the name on the lifebuoy, bearing Dido badges. Also in the picture are the Dido's first lieutenant, Lieut.-Cdr. Godfrey Kent, and Lieut.-Cdr. Brian Cumming.

Hands to windsurf

It's an ice break for Brum men

SOUTH GEORGIA, scene of so many unusual events during the past 18 months, had seen nothing like it . . . windsurfing in Grytviken harbour.

The quiet, deep and cold waters of the island have been a haven for the QE2, the Canberra and the warships of both Argentina and Britain. Now they have been used as a play area by an intrepid group of windsurfers from HMS Birmingham.

Temperatures around freezing and sheets of ice failed to deter four members of the ship's company who are, it seems, incorrigible adherents to one of Britain's fastest growing sports.

Sights more fitting to the shores of the Solent than to the barren beauty of the sub-Antarctic were photographed with an eye to the record books by Sub-Lieut. Steve Ward and MEM(M) Tucker as the Type 42 lay at anchor.

The visit provided a welcome break in routine picket duty around the Falklands and afforded a rare run ashore to the old whaling station at Grytviken.

Airlift

Main purpose of the ship's call was, however, to provide operational support for the Army garrison in Britain's loneliest outpost, the Birmingham's Lynx helicopter airlifting troops to the start of their extensive patrol areas in the 100 by 20-mile island.

There were water sports of a more business-like kind when the ship's divers were given the opportunity to justify their extra pay by answering an Army request for assistance: they were able to work in the bitterly cold waters only after they had broken a covering of ice.

HMS Birmingham's reconnaissance runs brought the ship to within 1½ miles of the towering Ross Glacier where huge icebergs had to be given a wide berth.

Before leaving the area the destroyer called on a team of three scientists of the British Antarctic Survey on Bird Island, north of South Georgia. A visit by the ship's command-

ing officer, Cdr. Tom Blackburn, was a welcome diversion from their studies of the albatross — especially as the caller came bearing the luxury gift of a few dozen eggs.

The Birmingham's visit to South Georgia was followed soon afterwards by one from her sister-ship HMS Southampton.

Under the command of Capt. Sam Salt, the Southampton has had frequent contact with the Army and RAF in the Falklands themselves, occasionally exchanging personnel — particularly with 48 Field Squadron the Royal Engineers who are extending Stanley airfield, B Company of the Royal Irish Rangers and 4 Squadron RAF which operates Harriers.

Exercises are keeping men and equipment in top form and the ship has demonstrated her effectiveness by conducting highly successful Sea Dart firings against targets specially provided for the South Atlantic.

Charity work

As a result of special ties with the city of Southampton, the ship's company is raising funds for the Children's Home in Kingsdore Avenue, Weston, and for Southampton and District Spastics Association.

Charity work also provides shipboard entertainment — such as raffles, flight-deck barbecues, "horse" racing and sponsored jigsaw sessions. An added link with home is provided by the BBC's Southampton-based Radio Solent which has adopted the destroyer and exchanges tapes with requests for and from families and friends.



HMS Birmingham rests an anchor in Grytviken harbour while four members of her ship's company break the ice with a cordial, if cool, exhibition of windsurfing. The daring quartet, suitably clad in dry suits, comprised Lieut.-Cdr. Richard Pike, Lieut. John Scholes (in the circular picture), LS Martin House and AB David Cunningham.

Herald braced for the freeze

SPECIAL measures were taken to prepare HMS Herald for six wintry months as ice patrol ship in the South Atlantic.

Before the ocean survey vessel left Devonport on June 7, her survey boats were strengthened to cope with ice floes and her survey equipment was modernised by the introduction of a satellite receiver and desk-top computer.

SURVIVAL

Personnel liable to spend time supporting the surveys ashore were given survival training by the Royal Marines, braving Dartmoor in the bitterly cold weather of last February.

It was the Herald's first return to the South Atlantic since her war service as an ambulance ship. On board when she left this time was the Hydrographer of the Navy, Rear-Admiral D. W. Haslam. Before flying ashore by helicopter he presented a Mention in Despatches to CPOMEA(H) P. G. Jakeman for his service during the Falklands campaign.

What an up and downer!

PROVING that they are going to the ends of the earth in the name of duty, members of HMS Hecate's ship's company put on this display for readers of Navy News.

The event marked the survey ship's arrival on June 14 at 60 degrees 52 minutes North (in the North Atlantic), six months to the day she had been at 60 degrees 52 minutes South (off the South Orkneys) — 7,407.3 miles away.

A book recording the Hecate's epic seven-month South Atlantic voyage is being published and anyone who would like to obtain a copy should contact Lieut. A. R. Jackson, HMS Hecate, BFPO Ships.

Between the latitude of polar bears and that of penguins, the Hecate called at Gibraltar where members of her ship's company entered the Top of the Rock Race with men from HM ships Soberton, Berwick, Lindisfarne and Stubbington.

The Hecate team swept the board, winning first, second, and third places thanks to LS(SR) Robbie Robertson, Sub-Lieut. James McClune and RO Taff Davies respectively.



Admiral honours ancestor

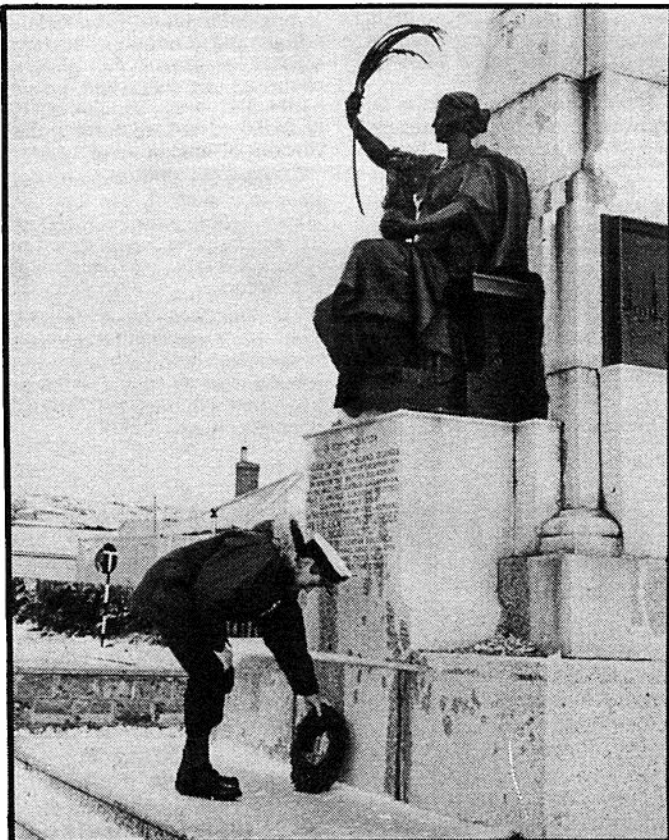
ALONE with the figure of Victory, the Commander-in-Chief Fleet, Admiral Sir William Staveley, pays his respects at the Falklands memorial set up to mark his grandfather's triumph almost 70 years ago.

His illustrious ancestor was Vice-Admiral Sir Frederick Doveton Sturdee who commanded the Royal Navy squadron which destroyed a force of German warships led by Vice-Admiral Graf von Spee.

The memorial proclaims that the Battle of the Falkland Islands on December 8, 1914,

saved the colony from capture by the enemy. During his visit to the islands, Admiral Staveley also laid a wreath at the San Carlos memorial to the dead of last year's war.

Back in Stanley he visited the islands' museum where he was shown the Patent of Baronetcy granted to his grandfather following his victory. Admiral Sturdee, whose flagship was the battle-cruiser HMS Invincible, was the first officer to receive such an honour for a success at sea since Capt. Hoste's action in the Adriatic in 1811.



Hundreds of videos ready for the ships

TWO HUNDRED video titles will be available to ships of the Royal Navy from August, with 300 more programmed for release soon after.

Among the cassettes offered by the Royal Naval Film Corporation are those of movies released this year, including "Privates on Parade" starring John Cleese, and the saucy comedy "Fanny Hill".

Others not previously available to the RNFC in 16mm, but which have become so as cassettes include recordings of

shows by Kenny Everett and Jasper Carrott.

Inevitably some of the titles overlap with the Corporation's existing 16mm library, such as firm favourites "Chariots of Fire", "Arthur" and "Mad Max 2". Aim of both libraries is to obtain the best entertainment on offer, taking into consideration that there is often a significant time between a film's premiere and its availability on video.

Ships' companies are being sent details of how the video library will operate.

FILMS FOR THE FLEET

Films on 16mm released by the RNFC this month are:

G'ole (PG) — Sean Connery narrates this official FIFA film of the 1982 World Cup series in Spain. Enterprise/Viscom. J50.

Android (15) — Klaus Kinski, Don Oppen. A robot on an abandoned space station dreams of Earth. When three escaped convicts arrive via a hijacked prison ship, the robot lays his plans for escape. Harris. J51.

Local Hero (PG) — Burt Lancaster, Peter Reiger, Denis Lawson, Fulton Mackay. Lancaster was a considerable scoop as star for this British film written and directed by Bill Forsyth, creator of the award-winning "Gregory's Girl".

The offbeat comedy centres on a remote Scottish village whose quiet, eccentric inhabitants cross swords with a giant oil corporation and its hardly less dotty representatives. 20th Century Fox. J52.

The Man from Snowy River (A) — Kirk Douglas, Sigrid Thornton. This George Miller film is set in Australia 100 years ago. An orphaned youngster is employed on a cattle ranch and has to cope with a herd of wild horses and an inflexible boss with an interesting daughter. 20th Century Fox. J53.

Friendly Lynx between navies

WRITTEN THANKS for help in recovering HMS Avenger's ditched Lynx helicopter has been sent to the Sultanate of Oman by the Secretary of State for Defence, Mr. Michael Heseltine.

In a letter to Oman's Under Secretary for Defence, His Highness Sayyid Fahr, Mr. Heseltine said he was very glad to have had the opportunity of passing on his thanks personally during His Highness's recent visit to London.

Active contact

HMS ACTIVE's role as go-between for two schools 8,000 miles apart was completed in July when Surgeon Lieut. Simon Travis of the Type 21 frigate visited Stanley High School, Southport.

He took with him photographs, maps and tape-recorded messages from the children of Port Stanley Senior School, items picked up when the Active visited the Falklands capital during her recent South Atlantic deployment.

There to witness the Southport presentation was the Mayor of Sefton, Cllr. Miss Jenny Kemp. During his visit Surgeon Lieut. Travis presented badges of office to the school's new head boy, head girl and their deputies.

Omani help was "immediate and generous" when the Lynx crashed off Muscat on May 4 (as reported in the June edition of Navy News).

Mr. Heseltine added: "The safe recovery of the aircrew and aircraft is in large part due to the unstinting assistance provided by the Sultan of Oman's Navy and the other Forces of Oman."

'Magnificent'

"I would be grateful if you would pass on to all the units involved my gratitude and admiration for their magnificent efforts."

The helicopter was lifted from 60 metres by the Omani recovery ship SNV Al Sultana. On board were members of Plymouth Clearance Diving Team and the Sultan of Oman's Naval Diving Service.

Among the team was Lieut. Bernie Bruen RN; Capt. Roger Perry, RFA salvage officer; Nageeb Bah (Lieut.) Roger



Picture: British Steel Corporation.

Ariadne gains a belle

NOT everything about Scunthorpe is as hard as steel, as the men of HMS Ariadne realised when the ship made her third visit to her affiliated town.

One aspect of Scunthorpe's warm-hearted support for the Royal Navy is 22-year-old Yvette Franklin who was chosen as the Ariadne's official pin-up when the ship berthed at Grimsby.

Scunthorpe belle Yvette, a part-time model, hove alongside the frigate for this picture during the ship's courtesy call on her home town.

Apart from social activities, the Ariadne took part in a publicity campaign to promote the town's steel — hence the "Buy British" exhortation above the ship's nameplate.

● HMS Ariadne, a Leander-class frigate, is expected to appear at Plymouth Navy Days during August Bank Holiday.

Captain's date with a mine

BEFORE he and his ship steamed east in June for a spell on duty in the Gulf, Capt. J. L. Weatherall, commanding officer of HMS Andromeda, really got a chance to see life at the coal face . . .

He visited Doncaster in June with 12 of his ship's company and was invited by Brodsworth Colliery to go down a mine. Accompanied by Lieut. M. W. White, Capt. Weatherall found himself crawling to the face on hands and knees, an experience as novel as riding on conveyor belts full of coal.

The visit to Doncaster was a follow-up to the one made by the whole ship's company last November to mark the adoption of the ship by the town.

CADETS

Capt. Weatherall later inspected the local Sea Cadet unit, TS Lightning, which is affiliated to the Andromeda. As president of 12 units in north London and an ex-Sea Cadet Corps petty officer, he was greatly impressed by the smart turn-out.

The following evening Capt. Weatherall was guest of honour at a dinner given by the mayor in Mansion House. An album of photographs marking the earlier visit was presented as a re-

minder of the good wishes of the people of Doncaster.

Twelve keen volunteers from the ship arrived by minibus and were accommodated lavishly at Doncaster's racecourse, home of the St Leger. They helped entertain handicapped people from Ammersall House. Wheelchair races and a trip to the park provoked much laughter and fun.

Sauce of support

STORES ship RFA Fort Grange wore a flag in the shape of a bra with the motto "Frontline Support" when she made her saucy homecoming to Devonport on June 25.

During her six months' deployment to the South Atlantic the Fort Grange became known as "The Supermarket", supplying 3,000 tons of stores — including 500,000 lbs. of potatoes, 350,000 eggs and 30,000 cases of beer.

Dryad's garden party

BUFFER Jim Ennis has every reason to be cheerful — his work party at HMS Dryad has been temporarily reinforced by seven Wrens(R).

But all of them were destined to swap their spades, forks and overalls for natty Number Ones to act as ushers at the Royal Tournament, Earls Court during the second half of July.

Pictured here with CPO(ops)(S) Ennis are (back row, from left) Sue Latchford, Leanna Gaun, Ginny Barnard, and (front row, from left) Joanne Livesay, Tracey Cooper, Louise Whittaker and Sue Featherstone.

Picture: POWren Sue Jackson



WEs — WHERE HAVE ALL THE CHARGE CHIEFS GONE?



This — er — fool-proof selection process of yours ...

DRAFTY'S BOX OF charge chief WEAs is virtually empty, and we are having to fill approximately two-thirds of our sea billets by giving the local acting rate to CPOWEAs. How do we go about selecting the right men for these jobs?

Apart from the usual drafting considerations of preference, previous experience and the individual's drafting history, our prime requirement is to find a man with sufficient seniority and suitable recommends on his DPC (comments such as "an amazing talent for remaining in the background" tend to warn us off!).

The question of seniority is important,

because the person employed in the charge chief billet should be senior to the other chief petty officers on his section. This will also imply a certain level of experience in that the average man chosen will be in his third sea job as a CPOWEA.

COMPLICATIONS

Further complications arise when looking for the CCWEA(WDO) — most of these billets were for CCEAs in the dark ages before EBD and thus call for a control background. The WD category is in surplus at the moment and the background and training of the more senior OC specialists preclude them from

some of the PJT. Thus almost every CCWEA(WDO) will come from the WD category. In due course this principle will apply to the ADCs, where the billets will generally require an AD background, thus preventing CEWs from being selected.

What can we offer the CPOWEA who is detailed for a CCWEA billet? Very little! While no senior artificer is being sent to sea ahead of his Minimum Time Ashore, he may well be picked, for the above reasons, to go to sea earlier than his roster date would suggest, and ahead of others who came ashore at the same time.

Charge chief artificers are held ashore

longer than the top man on the CPOWEA rosters, and only do a maximum 27 months at sea. Also their chances of IPRE drafts are considerably enhanced.

STEPPING STONES

As well as the difference in pay, the challenge of a different type of job, and the obvious stepping stone to further promotion, the way we are able to safeguard CCWEAs means that it is in your interest to go through for promotion to CCWEA rather than be detailed for the job. And of course the more who go through, the better will become your conditions of service.

DRAFTY'S CORNER

Britannia rules

(AND HOW TO FOLLOW THEM)

SLOW BOAT TO ADVANCEMENT

DESPITE modern technology the Advancement Boat is still a slow one, but throwing your chances over the side to lighten the load will not help the boat go faster for you — only for others.

Non-compliance with changes in the regulations for WEM(R)s and WEM(O)s led to four ratings being given a later basic date for advancement than they had earned. Corrective action is currently being taken by the Advancement Office and it is hoped that this particular loophole has been sealed. It does, however, underline the need for ratings to take an interest in their own advancement.

In one extreme case the Advancement Office found that an S & S rating had been missed off the roster altogether. At the time it was discovered he was 15 months overdue for advancement. The matter was put right, but why didn't the rating concerned query his lack of advancement?

IF IN DOUBT FIND OUT

It therefore seems to us obvious that you should take an interest in your own future, by knowing your basic date, being aware of the regulations in BR 1066 for your next advancement in your own particular Branch and keeping your eye on the Roster States published in Navy News. (If in doubt, find out via your divisional officer.)

Your divisional officer, your Service Certificate Office and the Advancement Office all have a good record for achieving success but it needs your help to guarantee 100 per cent. all the time. *Don't let a mine sink your Advancement Boat.*

WE ALL KNOW what HM Yacht Britannia does — and it is always done conspicuously well. Less well known is the way her ship's company is made up and traditionally this is by volunteers drawn from two sources.

The Permanent Royal Yacht Service is selected from men who are serving or have served

in the Royal Yacht and form the backbone of the ship's company. As such, they are not the subject of this article.

The permanent team is supplemented by what is known as the Ocean Complement — men who join the Royal Yacht from General Service for up to two-and-a-half years and then return to the General Service after the draft unless either

selected for the PRYS or accepted to extend their time in the Yacht.

Drafty is particularly calling for Operations Branch junior ratings who may wish to volunteer for the Ocean Complement.

Your divisional officers can find the details in QRN 0824 and 0824a; it is enough here to say that you obviously have to

be a cut above the average if you wish to serve in this unique and challenging environment.

If you meet all the requirements and are recommended by your commanding officer, your name will be added to the waiting list kept by Drafty (in order of application) and you will be called forward when there is a vacancy for you.

Small beer!

A LIST of WRNS completing Part 1 training included: Foster A. C.; Little W.; Long J. H. B.; Shorter M.; Small D. J.; Toby D. A.

To which the divisional officer commented: "Long needs to be a Little Shorter to be Small."

Drafty reckons the DO had been on the beer — Foster(s) or Toby!

IT'S TIME TO COMMUNICATE

DRAFTY felt it was about time that Comms and EW ratings were updated on their current drafting situation following for what has been for both branches a turbulent 16 months.



'I was a junior when I came aboard on this draft!'

Moan of the Month

A LOT of C240s (requests for a particular draft or course) and C230s (drafting preference cards) are sent by divisional officers direct to Drafty without going through the ships' offices for INDOC action.

The reason they MUST go through the INDOC procedure is to

- Record their despatch (and receipt in HMS Centurion)
- Ensure they are correctly completed before despatch
- Ensure quicker handling within HMS Centurion.

Don't by-pass the system — you could lose out!

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SHIPS OF THE ROYAL NAVY

No. 333

HMS Fife during post-refit trials.



Fife drums up public support

FACTS AND FIGURES

Displacement: 6,200 tons.
Length: 520 ft. 6 in. Beam: 54 ft. Draught: 20 ft. 6 in.
Propulsion: Geared steam turbines producing 30,000 shp and four gas turbines producing 30,000 shp; two shafts. Speed: 30 knots.
Weapons: Four Exocet launchers, twin Seaslug surface-to-air missile launcher aft, Seacat surface-to-air missiles in two quadruple launchers, two 4.5-in. guns in twin turret (radar controlled), close-in air defence guns.
Complement: About 470.

WITHIN WEEKS of returning to full operational service, HMS Fife has already proved a winner as a Royal Navy show-ship at home and abroad.

During Kiel Week, hosted by the West German navy, the newly-refitted Fife won the international football tournament, taking the trophy with a score of 2-1 in the final against a team of German naval airmen.

Then, in early July, more than 6,500 people visited the ship when she was star attraction at Rosyth Navy Days.

Under her commanding officer, Capt. John Caghey, the Fife was following up those successes in late July and early August with visits to Copenhagen and Stavanger, Norway.

The County-class destroyer — one of only three still remaining in British service — emerged from refit last December, the Falklands requirement having cut her dockyard time from almost three years to less than two and a half.

She has been fitted with anti-submarine torpedo tubes, updated radars and a satellite communications system. Living accommodation has been refurbished and a Lynx helicopter now stands in place of the

Wessex 3 with which she had been equipped.

That helicopter — nicknamed Humphrey — now has a place of honour at the Fleet Air Arm Museum, RN air station Yeovilton following service with HMS Antrim in the Falklands war.

In the opening shots of Britain's campaign to regain her South Atlantic territories, Humphrey took part in the crippling of the Argentine submarine Santa Fe off South Georgia.

Hurricane

Humph had hit the headlines almost three years earlier when, embarked in the Fife, it played a key role in the relief operation after Hurricane David devastated the Caribbean island nation of Dominica.

For that epic life-saving task the destroyer was awarded the Wilkinson Sword of Peace — and a hero's welcome when she returned to her Portsmouth base.

She entered refit in October 1980 after a short period as alongside Fleet Training Ship. She was rededicated on March

31 this year and completed six gruelling months of trials and sea training on June 10.

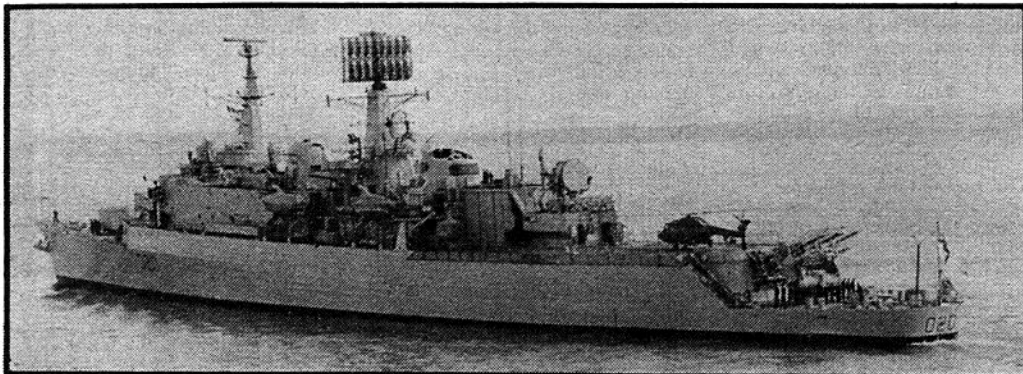
Eight days later she was in Kiel, welcomed by a brass band and a 21-gun salute. With her on show to the German public were ships from France, the USA, Sweden, the Netherlands as well as the host nation.

In addition to winning the football tournament — thanks to goals by LSTD Mick Braid and MEM, Scouse Willingham — the Fife triumphed in the individual small bore shooting competition won by CPO Brian Chipps, and a beer barrel rolling contest.

The team in that latter test of skill were CPOs Tex Houston, John Simpson, Jumper Collin and POPT Pat Brophy.

During her nine-day break on the Baltic coast, 35 of the ship's company were week-end guests of the village of Sterup which has offered hospitality to Royal Navy personnel for ten consecutive years of the Service's involvement in the Kiel event.

HMS Fife, the first ship of the name in the Royal Navy, was launched in 1964, and accepted into service two years later.



A Lynx helicopter on the flight deck of the Fife as she leaves Portsmouth Harbour. The new aircraft replaces the Wessex 3 which formed the ship's flight before refit.

Pictures: Mike Lennon.

POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH, price 15p each (minimum order 60p) including postage and packing (£1.50 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £3.50.



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McGILL'S FRENCH CONNECTION . . .

SAUCY seaside postcards are inevitably associated with the name of Donald McGill, who spent virtually the whole of his working life creating the colour-wash drawings from which the cards were produced.

A new book is to be published about his work, and the author, Basil N. Buckland, would like to include two picture postcards which were drawn by McGill for the ship's company of HMS Achilles during the First World War.

The puzzle is, what is the symbolism of the "children" figures, and especially the helmets. Is there a French connection?

Mr. Buckland's address is 95 High Street, Swanage BH19 2LZ.



Greetings from HMS Achilles 1917.

LETTERS TO THE EDITOR

Stanley or Port Stanley?

I HAVE to agree with Lieut. C. Todhunter (June issue) over the problem of the correct name for the Falklands capital. Can it be that both "Stanley" and "Port Stanley" are correct?

My first-day covers from the Falklands, some as far back as 1970, are all postmarked "Port Stanley," but several photographs I have use either name. — S. A. Escott (ex-CPO, RCN), Sidney, British Columbia.

My world pictorial gazetteer gives the capital of the Falklands as "Port Stanley," but there is no indication of the date of publication. — (Mrs.) C. B. Mannock, Faversham, Kent.

AS I WRITE we are ten days into the July heatwave and some establishments still have their officers and senior rates choking!

They must feel even more uncomfortable when they look at their contemporaries in the RAF, Army and Royal Marines — not a tie between them!

When are the admittedly rare hot summers going to be comfortable? When common sense — another rarity — prevails . . . when summer rig — namely

short-sleeved tropical shirts — becomes a standard option in sunny weather.

In reply to detractors saying that not everyone has a tropical issue, the Wren senior rates have the option "unofficially" to wear short-sleeved blouses in summer, the majority being purchased because there is no UK entitlement.

In these days of so-called equality of opportunity and pay, it is perhaps time that the males emulated their female counterparts — and kept cool!

I'll close now, as it's 91 degrees in the office. — R. W. Nicholson-Morton. CPOWTR. HMS Centurion.

Calliope IS remembered

WITH REFERENCE to the feature "Ship Shaping Though a Century" (June issue) you may be interested to know that the heroic events at the hurricane of Samoa in 1889 are commemorated annually in the "Samoa Dinner" held by Tyne Division Royal Naval Reserve at HMS Calliope.

It may not have been the most dramatic naval event, but we are proud of our Calliope's history and survival, and I have just got us into print in the newly-published London Diary against the date of the hurricane. — A. J. Forster, Third Officer WRNS, Public Relations Officer, Tyne Division RNR.

YOUR REVIEW of the history of the Royal Corps of Naval Constructors (June issue) asked, "Who now recalls the survival of HMS Calliope in the Samoa hurricane of 1889?"

The answer is that the epic has been mentioned, with a

Lovable rogue

IT COMES to our attention while reading Navy News that Jack, the cartoon character, is long overdue his second good conduct badge.

Could this be a mistake on the part of his divisional officer, or has he fallen foul of the Naval Discipline Act? — George Graham (RS) and Gibbo Gibson (LRO), D Watch TRC, MHQ Pltrevale, Dunfermline, Fife.

● We reckon that, like all good cartoon characters, our Jack has a timeless quality about him. And we'd hate to see his wicked ways inhibited by age and too many good conduct badges. In any event, he looks the sort of skate who loses badges a shade more easily than he gains them! His latest words of wisdom are opposite. — Editor.

RAIL CARD RIGHTS

I AM the lady referred to in a letter by Lady Jacqueline Audley Barlow (June issue), and the one who dared to criticise the powers-that-be for including information about my husband on my railcard.

She has rather misunderstood my complaint, the point being that the ship my husband is serving in was to my knowledge the only ship that used this procedure; also the information was unnecessary as each card is numbered and if lost could be traced by that number through HMS Centurion.

Far from being ashamed of my husband, I am extremely proud of him and also of the Royal Navy. My family has connections with the Service going back to the last century.

Lady Jacqueline accuses me of being an advocate of Women's Lib. Well, if wishing to retain my independent civilian identity is, then I suppose I am. I would however stress that I do not go to the extremes of burning upper garments! — Angela J. Whitbread, Gosport.

Commissioning kippers

REFERENCE your "Slice of Tradition" (May issue) I also never knew when cake cutting became part of a commissioning ceremony.

In 1937 when HMS Neptune was recommissioned from Devonport, we travelled to Portsmouth to join the ship in the Dockyard, where we were met by the Captain.

His welcoming speech ended with the good news that we would all have "kippers for supper" that night.

That was the nearest we got to a commissioning cake in my day. — Harold Love, Paignton, Devon.

I COMMISSIONED the Burghhead Bay in the summer of 1954. The ship's company fell in, in the drill shed of HMS Drake, and marched to the dockyard with the Drake's Bluejacket Band in front.

After a quick lesson from the Padre we all proceeded aboard. No cake — perhaps it was because we were canteen messing, something the sailors of today know little about. — L. E. Colwill, Fowey, Cornwall.

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Mystery solved

REGARDING the "destroyer speeding to Dunkirk" (June and July letters), and its identity, 38 of these vessels took part in Operation Dynamo, but 36 can easily be eliminated for various structural reasons.

That leaves just Harvester and Havant. Harvester was completed in March 1940 without "Y" mount on the quarter-deck and without the rangefinder abaft the director on the bridge.

The photograph seems to be of a vessel lacking "Y" mount but with the rangefinder fitted. It is possible that in the Harvester the rangefinder was subsequently fitted. However the Harvester's crow's-nest was fitted below the lower yard on the foremast and not between the yards as in the photo, and so that eliminates her.

And now there was one! The Havant was completed in December 1939 without "Y" gun or the rangefinder, but it is known that the rangefinder was

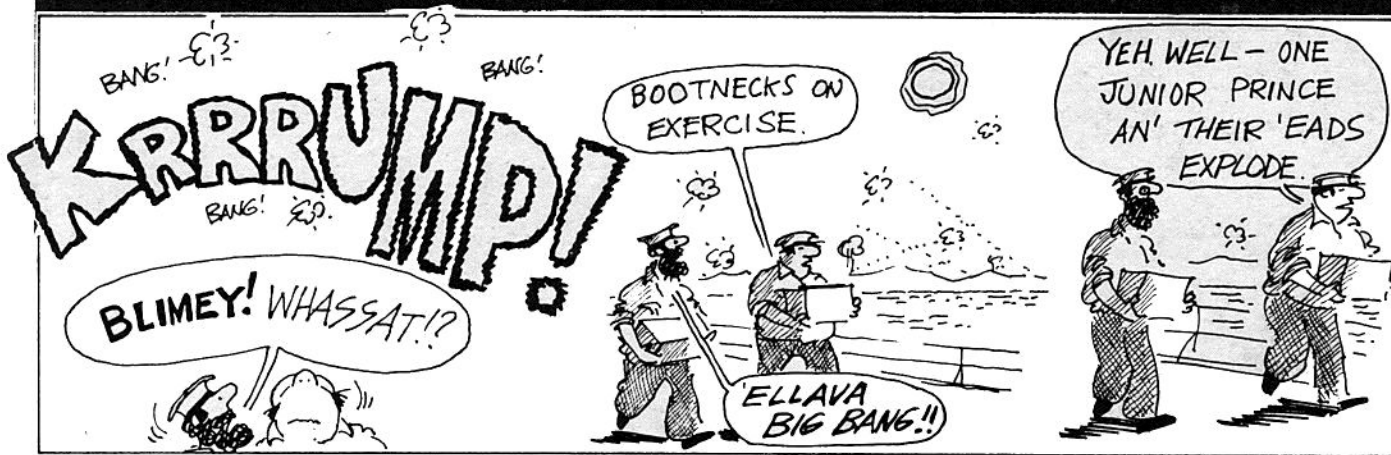
installed during the spring. The Havant's crow's-nest was fitted between the yards, and in our opinion that is the ship in the photo.

Of additional assistance is the fact that of those vessels with tripod mainmasts, only the Harvester and the Havant had a short tripod with a vertical thin topmast. The remainder had slightly longer tripods of which the leading leg was continued up to form the topmast with a rake aft.

Incidentally, most destroyers were fitted with crow's-nests at the start of the war, but they only serve as an identification feature when other more important things have been eliminated. — Wright and Logan, naval photographers, Portsmouth.

Jack

BY TUGS



NO MEDAL FOR DANGER MEN

I AM writing this on behalf of three ships — HMS Ledbury, HMS Brecon and RMS St Helena — in regard to Defence Council Instruction RN J496/82 (Falklands Medal qualifying dates).

Though we did not reach the Total Exclusion Zone until July 9 1982 we stayed on task down there until August 13 1982. We swept two minefields, cleared San Carlos Water, Falkland Sound, and Fox Bay of unexploded bombs and missiles, located the wrecks of the Ardent, Coventry, and Antelope, and dived on them.

All this, and yet we were never awarded the South Atlantic Medal. Those at Ascension Island, who had not been near the TEZ, did get one.

The DCI says: "Consideration may also be given to the award of the medal to personnel who have been engaged in especially hazardous operations of comparatively short duration." Why then have we not been included? — S. Lynas, WEM(O)1, HMS Ledbury.

I HAVE heard no mention of any official recognition of those Service men who were involved in bomb and mine clearance in the Falklands after July 12 1982.

It will be recalled that a Bar for Bomb and Mine Clearance was struck for the Naval General Service Medal and issued to those involved in sweeping mines in the immediate post-Second World War years.

It seems to me a similar Bar should be struck for the South Atlantic Medal without the Rosette, for all those involved in the clearing-up operations.

In particular this should be awarded to those members of

the RMS St Helena, HM ships Brecon and Ledbury, and the Fleet Clearance Diving Teams operating from the Stena Inspector on the sunken warships. — J. R. A. Ward (Major), Burma Company, 1st Battalion, The Duke of Wellington's Regiment, BFPO 52.

Unclaimed

□ 'gongs'

IN REPLY to "Proud Wife" and other readers regarding offhand methods of presenting South Atlantic medals, they may be interested to learn that at the end of the Second World War regulars were kept on foreign stations to give demobbed men priority to get home.

When the regular service men did get to the UK there was just time to get their leave in before they found themselves in civvy street.

To get their medals many of these long-service men had to apply through the Post Office for them. Lots, like myself, were so disgusted that they did not apply. To this day we have not got our medals. — L. Tarpey, Castleford, Yorks.

Renaming

□ of Dido

I READ that the frigate HMS Dido is being renamed Southland on being handed over to the Royal New Zealand Navy. Why? The present ship is

seventh to bear the name in the Navy, and her immediate predecessor had a fine record in the Second World War.

Other vessels have served in the RNZN without a name change. Perhaps Southland is a name of great significance of which I am unaware. — A. A. Cavendish. (Dido 1942-44). London W14.

● Dido says her last farewells — Page 11.

Advice from Down Under

MAY I through your letters page offer some advice to any ex-RN personnel contemplating service in the Royal Australian Navy.

Firstly, let me say it is not like the RN, although from the outside one would believe it was.

Ex-RN personnel, except officers, are almost certain to be required to drop a rank to enter the RAN. Under the Sailstruc

scheme now in operation, most ex-RN personnel are finding that they are required to requalify in their professional rate before they can go on the promotion roster.

In my case, after 20 months in the RAN, I have yet to get on the chiefs' roster, a rate I held for ten years in the RN. Once on it I can expect to wait a further one to three years before I reach the top.

There are no home-to-duty travel allowances here, and only one warrant a year which can only be taken with ten or more days' leave (and then only to home address).

On the plus side, anyone who comes out will be looked after extremely well on arrival, and initial allowances during the settling time are very generous.

— R. Broniman (ex-OEMN1), 44 Capricorn Road, Kings Langley, NSW 2147, Australia.

De-Claring

□ an interest

"SHIPS OF the Royal Navy" (July edition) says that HMS Wakeful is the only tug under the White Ensign. We respectfully point out this is not so.

HM tug Clare (Girl class) has been flying the White Ensign for some years. She is attached to HMS Tamar and is currently employed fulfilling a variety of roles, including anti-illegal immigration patrols and harbour tug duties. — On behalf of the Tug Clare Appreciation Society, J. P. Briggs (Lieut.-Cdr.), hon president TCAS, and P. C. Grinier (PO UW1(A)), hon. sec.

'No' to Narvik

WHAT a furore about the Falklands Medal, according to correspondence in Navy News.

But what about the matelots of the 1940s whose ships destroyed all ten modern German destroyers that had brought 2,000 troops to take the iron ore port of Narvik in a surprise attack. No campaign medals were issued for that.

When the Norwegians in 1980 wanted to award medals to the men who took part in the two Battles of Narvik, the powers-that-be said "No."

The official explanation for the refusal was that the decision had been taken in 1952 that no further proposals would be considered for awards in respect of service during the Second World War. It was also stated that any Norwegian medal would be a duplication, since the men concerned were eligible for the War Medal 1939-45. — Ed Gordon, Southsea, Hants.

CAN ANYONE HELP?

I HAVE received a letter from a former Carabinieri by the name of Antonio Botticelli who, in 1943, captured two British frogmen who had attacked Italian shipping in Palermo Harbour.

He was very impressed by their bravery and he would be happy to get in touch with them. The action took place on February 5, 1943 and the names of the men were Dove and Freel.

I would be grateful if any readers could help me to contact the two frogmen. — Captain Antonio Flamigni, Naval Attache, Italian Embassy, 5 Lygon Place, London SW1W 0JX

I AM writing on behalf of my sister and myself, who are trying to find anyone who served in HMS Enterprise from October 14, 1931 to July 4, 1934.

Our father was then signalman Alfred Steven Randall, who joined the Navy at 16, and had also served in HMS Canterbury and HMS Hawkins.

He was killed on November 15, 1942 while serving in HMS Avenger (a leading signalman then).

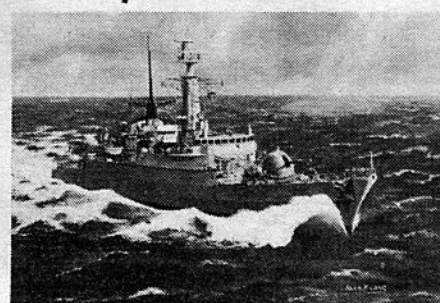
After he was killed our mother had a breakdown and has been in hospital ever since. Grandparents brought us up.

People have said our dad was "a nice man", and "a bit of a lad," but that is about as much as we know.

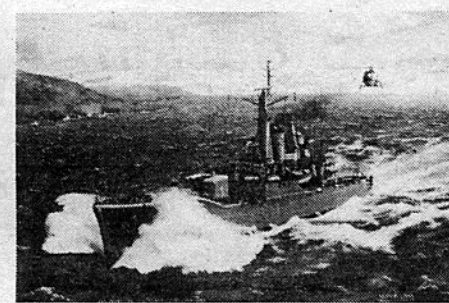
It is my silver wedding in September and if I could find someone who knew dad it would make all the difference.

PLEASE print this and keep your fingers crossed for us. — Shirley Crosswell (nee Randall) 89 St Peter's Street, South Croydon, CR2 7DJ.

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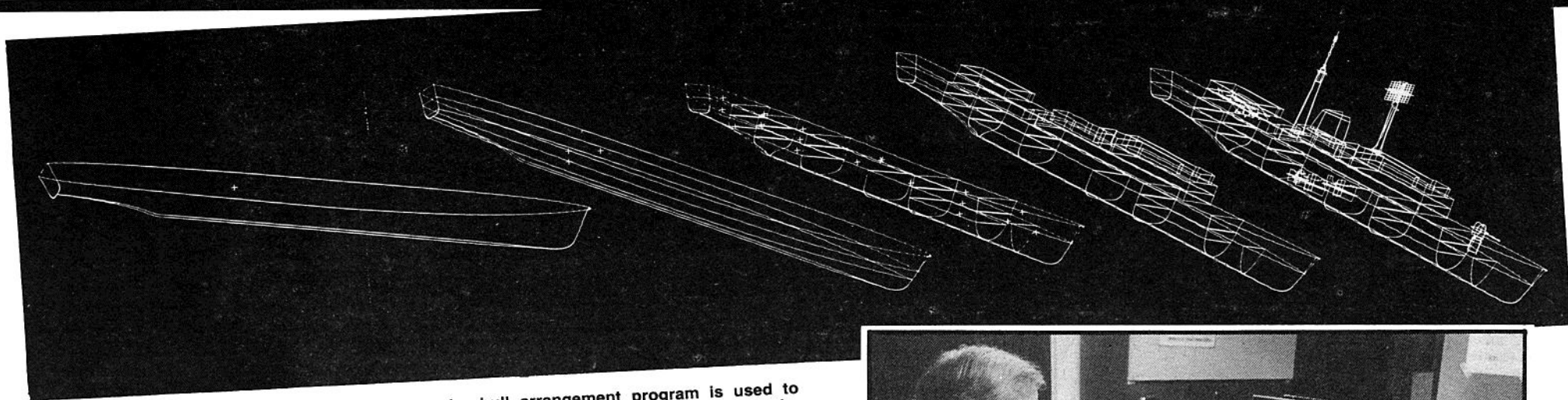
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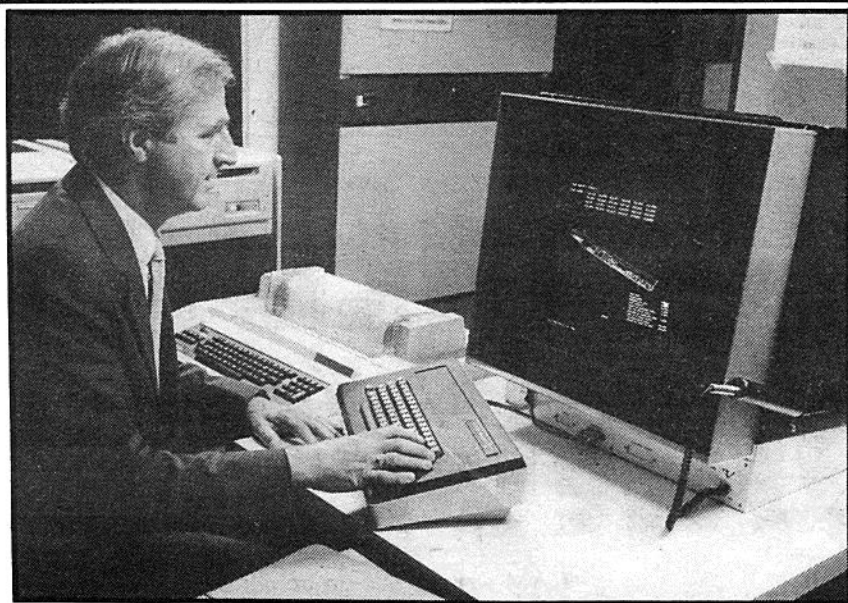


Step by step to a new ship

How the hull arrangement program is used to build up a model of the completed ship on the GODDESS computer — (from left) the hull is developed; main decks added; then the major and minor bulkheads; the hangar, bridge and other superstructure; and finally the major items of machinery, weapons and sensors.

Right — Mr. John Holness runs a tank calibration program at a GODDESS work station.

AUGUST sees the 100th anniversary of the Royal Corps of Naval Constructors — maritime architects and engineers who have designed Britain's Fleet through two world wars and many minor ones. But during the last five years the methods of the RCNC have undergone a revolution at the Corps' Bath headquarters. GODDESS has arrived on the scene and she is waving what is to the layman a magic wand in aid of the Navy's ship designers.



SCREEN GODDESS

Computer has star role in ship design

WHEN that bottle of champagne explodes against the bows of Britain's first Type 23 frigate, it would not be inappropriate if she were to be named HMS Goddess.

The honour would hardly be lost on the men and women who develop and use the Government Defence Design System for Ships (GODDESS), the world's most sophisticated unit of its kind.

For GODDESS created the Type 23, the first major warship anywhere to be evolved from inception by extensive use of advanced graphic displays and computers.

Members of the Royal Corps of Naval Constructors at the Ship Department, Foxhill, do not exactly worship GODDESS, but they certainly sing her praises as she knocks months off their task of providing the Fleet with the ships it needs for the 1990s.

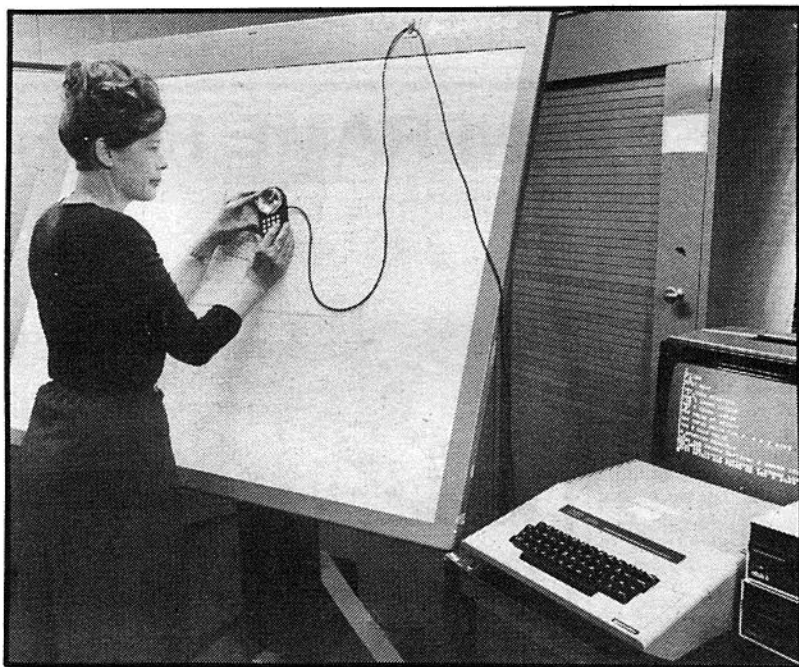
● Her temple

Her temple is a carefully air-conditioned suite of rooms, an inner sanctum closed to the uninvited, in which is stored the anatomy of today's and tomorrow's Royal Navy.

GODDESS contains over 120 interactive programmes covering all aspects of the concept and feasibility of warship design. Since 1978 the computer system has played an increasing role in the development of all major surface warships and is now the single most important aid to preliminary design.

Naval architects operating graphic display units can create a design which appears in three dimensions on the unit's TV-type screen. The designer may then move elements in any direction within the screen and can zoom in to study specific areas.

During these early stages in the



Data processor Mrs. Ann Wheatley uses the digitising system to input a set of ship's lines into a micro-processor before transferring the data to GODDESS.

design, consultations with the Navy — which provides the original specifications — leads to alterations which may have a bearing on stability, endurance, weight, speed, safety, manpower and space.

At virtually the touch of a button, GODDESS will tell the architect what will be the effect of any change or innovation. For instance, the task of modifying a frigate to operate a second helicopter can be quickly and easily accomplished.

Studies which may typically take up to 5,000 hours can be reduced to 500 hours or less using the system. Within a matter of weeks rather than months, the project team has created a design which is very clearly defined.

GODDESS helps the weapons engineer to place guns and missile launchers in the most effective positions and where they will not damage the ship when fired, regardless of the vessel's attitude or the sea state.

It also helps naval architects, engineers and technicians to explore new aspects of ship design which they

may not have considered using conventional techniques.

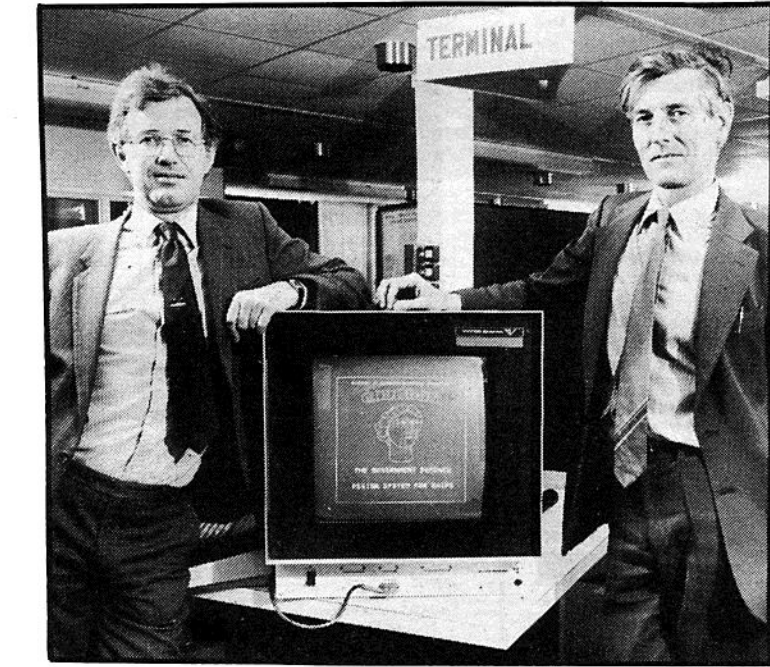
When the design is agreed in consultation with the Naval Staff it is handed over to the shipbuilders. "They carry out the detailed design work but we do not expect them to have to make any major changes," said Computer Operations Manager Mr. John Bailey.

While still locked in the computer disc, the ship may be subjected to every form of ill-treatment she could possibly meet on the high seas. Torpedoes, bombs and missiles are "fired" at her in a grim sabotage game played out to assess the strength of the design in war conditions.

"During the Falklands conflict we studied the body plans of civilian ships, feeding them into the computer to see what would happen if they were damaged," said Mr. Bailey.

GODDESS studied STUFT ships to ensure that damage control would be reasonably effective and that, loaded to the gunwales with fuel and stores, they would retain an acceptable degree of stability.

Sometimes ships were altered to provide more safety in action. For



Technical Development Manager Mr. Doug Pattison (left) and Computer Operations Manager Mr. John Bailey pictured with one of the GODDESS graphics display screens.

instance, new bulkheads were fitted to the Rangitira to divide up her open car deck, thus reducing the risk of fatal flooding should she be holed.

And when ships were sunk, GODDESS teams worked round the clock to assess what had happened and whether the result was unexpected given the extent of the damage.

● Hull cracks

Apart from the development of new ships, constructors are engaged in studies on the structural strength of older frigates and the problems of hull cracks in the Type 21s. Some intelligence work is also undertaken in an attempt to assess the strengths and weaknesses of ships under the flag of a potential enemy.

Major projects involving vessels expected to enter service with the Royal Navy in the next decade include initial design of the Trident-carrying submarines — the biggest underwater craft contemplated by Britain.

"The Ship Department is very dependent on GODDESS," observed

Mr. Doug Pattison, Technical Computing Development Manager. He said plans for that future involve extending the range of the system to include comparative costings of ship designs and modifications, and increased capability to design pressure hulls for submarines. In 1986 the whole system will be transferred to a larger, multi-user computer.

There is no doubt that a goddess has not held as much sway in Bath since the Romans worshipped Minerva there in their military heyday. And it is the head of that idol of wisdom — whose stone relics were unearthed in the ancient spa — which was chosen as the symbol of the design system.

But there are no illusions at Foxhill as to who holds the fundamental power and skill. Man created GODDESS and uses her in the service of the Navy.

"Ship design at Bath is based on evolution rather than revolution and the computers, however sophisticated, are just a tool," said Mr. Pattison. "They help us to carry out our work faster and more effectively. We do what we have done for the past 100 years — design ships."

Sailors'/Fleet Amenities Funds

Tot Fund help for DIY car mechanics

WITH CAR maintenance club bids featuring strongly in the latest applications to the Sailors' and Fleet Amenities Funds, help is on the way for these facilities at three establishments — Raleigh, Nelson and Cochrane.

Substantial aid is being given to HMS Raleigh towards a building for their car maintenance club, with equipment to come from HMS Fisgard and HMS Pembroke, both of which are closing.

The summer meeting of the Sailors' Fund Grants Committee agreed to a grant of £11,000, together with a £5,000 loan. At its meeting the following week, the Grants Committee of the Fleet Amenities Fund also helped substantially, with a £10,000 grant and £5,000 loan.

Considered, too, was a bid from HMS Nelson for tools and equipment for a car club to be housed in a workshop there. The Sailors' Fund granted £2,000, with a £2,000 loan, and the FAF made a £2,000 grant.

NEW TOOLS

From Scotland HMS Cochrane sought help towards new tools and equipment for its amenity garage. The Sailors' Fund made a grant of £2,000, and the FAF added £3,600.

Horses came into the grants picture as well as motors. The Naval Riding Centre, HMS Dryad — now the Navy's major equestrian centre — provides recreational riding and recognised training courses for Service riders and dependants.

Besides its large indoor riding school and 18 stables, it is now to have a permanent outdoor all-weather menage — a flat, well-drained area specially designed for horses.

GROWING DEMAND

Use of the centre has increased greatly over the past 12 months and the new second teaching area will help meet growing demand for lessons as well as being used as a warm-up

area for horses taking part in competitions.

The Sailors' Fund and FAF each made a grant of £3,250 towards the all-weather menage.

The sum of £7,000 from the latest Pusser's Rum Ltd. donation to the Sailors' Fund is to go towards a second motor caravan for HMS Dolphin. The first vehicle, purchased with Sailors' Fund aid, has proved immensely popular, it was stated.

There was general discussion at the Sailors' Fund meeting on whether the fund's regular grants to ships and RM Commando units should be reduced in line with the 10 per cent reduction now being made in money available for distribution. Under this policy, the money saved is used to build up investments and help maintain the value of the fund.

MORE NEEDED

Some members thought the 10 per cent reduction should operate for ships and Commando units, but from Fleet it was explained that a little more was needed because more ships than anticipated were running.

One view expressed was that some large ships with substantial welfare funds did not need the money. Fleet, however, felt there was a need for the money in many of the ships, particularly at the start of commissions.

The matter was pursued no further and for the half-year May-October 1983 the half-yearly grant to ships was £38,900, with £5,250 for the RM Commando units.

Where the money is going...

GRANTS were approved as follows:
Half-yearly grant to HM ships — £38,900 from Sailors' Fund.

HMS Raleigh — £31,000 (£11,000 grant and £5,000 loan from Sailors' Fund and £10,000 grant and £5,000 loan from FAF) for car maintenance club building.

Royal Sailors Home Club, Portsmouth — £18,350 (£12,000 from Sailors' Fund and £6,350 from FAF) towards modernisation.

Regular Forces Employment Association — £10,317 (£4,999 from Sailors' Fund and £5,318 from FAF) towards running costs.

RN Winter Sports Association — £7,500 (£3,500 from Sailors' Fund and £4,000 from FAF) towards costs for 1983-84 winter sports team.

UK Element CINCIBERLANT — £7,000 (£3,500 from Sailors' Fund and £3,500 from FAF) towards squash court.

HMS Dolphin — £7,000 from Pusser's Rum Ltd. donation towards motor caravan.

HMS Dryad Naval Riding Centre — £6,500 (£3,250 from Sailors' Fund and £3,250 from FAF) towards all-weather menage.

HMS Nelson — £6,000 (£2,000 grant and £2,000 loan from Sailors' Fund, and £2,000 grant from FAF) towards tools and equipment for car club.

HMS Mercury — £6,000 (£4,000 from Sailors' Fund and £2,000 from FAF) towards replacement yacht.

HMS Cochrane — £5,600 (£2,000 from Sailors' Fund and £3,600 from FAF) towards tools and equipment for amenity garage.

RM Commando units — £5,250 from Sailors' Fund as half-yearly grant.

RN air station Cudrose — £5,062 (£3,000 from Sailors' Fund and £2,062 from FAF) towards stage and disco lighting for Seahawk Club.

Expedition — £5,000 (£2,500 from Sailors' Fund and £2,500 from FAF) towards Joint Services expedition to Brabant Island, Antarctica.

HMS Collingwood — £4,000 (£2,000 from Sailors' Fund and £2,000 from FAF) towards replacement yacht.

HMS Cambridge — £3,700 from Sailors' Fund towards heating system and thermal blanket for swimming pool.

RN Engineering College Manadon — £3,000 from FAF towards levelling of playing field.

Comacchio Company RM — £2,461 from Sailors' Fund for mould and glass fibre to build 24 canoes.

HMS Mercury — £2,000 from Sailors' Fund towards equipment for indoor range.

RN (Portsmouth) Motor Cycle Club — £1,400 (£700 from Sailors' Fund and £700 from FAF) towards two trials motor-cycles.

HMS Centurion — £568 from Sailors' Fund towards micro computer and disc drive for Micro Computer Club.

RN Provost HQ Clyde — £460 from Sailors' fund for pool table.

HMS Gannet — £396 from Sailors' Fund towards photographic equipment for Photographic Club.

HMS Cambridge — £370 from Sailors' Fund towards shooting equipment for indoor range.

Other applications were unsuccessful.



Firefighters on board HMS Orkney get ready as the fishery protection vessel closes the blazing Linda Louise.

ORKNEY'S SEA DRAMA

HMS ORKNEY succeeded in extinguishing a fire on board an abandoned fishing vessel off the Yorkshire coast, only for the vessel to founder as the Orkney prepared to take her in tow.

Humber Coastguard asked the Orkney to assist the blazing Linda Louise 45 miles east of Bridlington. Her crew had been winched to safety the previous day by an RAF helicopter, and a rig support vessel, the Saint Kitts, had abandoned a tow when the fire reignited.

The Orkney found the Linda Louise ablaze from deck house to stern, with sea conditions so

bad it was impossible to get firefighters on to her. To reach the flames the Orkney had to lay herself alongside, bow to stern, and to fight the fire from the fo'c'sle.

This meant the firefighters were occasionally engulfed in acrid smoke and were in some danger from the fishing boat's derricks.

Having put the fire out, the Orkney prepared to take up the tow. But the Linda Louise had been taking a lot of water over her stern ramp into her exposed engine room, and she foundered and plunged to the bottom.

Upton flies flag

HMS UPTON was a star of British Week in Alesund, Norway, at the end of May when more than 2,000 people visited the coastal minesweeper during the course of two afternoons.

The Upton and her ship's company were joined by a London double-decker bus and two Metropolitan Police "bobbies" in giving the town a British flavour.

British Ambassador Dame Gillian Brown visited the ship, touring all the mess decks. She was accompanied by the Naval attaché, Cdr. K. R. B. Cadogan-Rawlinson. The ship's soccer team lost 2-1 to a local side and beat the town fire brigade 5-4. Twelve underprivileged children were treated to a party on board.

Kent rings' full circle

IN 1964 the officers of HMS Kent presented the wardroom with pewter napkin rings, each with an officer's name engraved on it. As the Kent has now "retired," any of those officers who would like their gift returned should contact Lieut. I. Cowie, Wardroom, HMS Sultan, Gosport PO12 3BY (tel. Portsmouth 822351 extension 842391).

Galatea on top

A TEAM from HMS Galatea climbed Mount Kenya while the frigate was on Persian Gulf duty. Their efforts won them the Bulawayo Cup, the Fleet adventurous training award. The ship also swept the board in the Fleet postal darts team competition.

New source of aid for submarine personnel

THE Submarine Memorial Trust, which maintains the Submarine Museum at Gosport, has now started assisting present and past submariners and their dependants who are in need.

In the interests of cutting administrative costs, relief provided by the Trust is being channelled through established benevolent organisations.

Fleet chief petty officers and below (including Reservists mobilised for Active Service) who are serving or have served in HM submarines and the widows, orphans and dependants of these men, in need or distress, may apply for assistance from the Submarine Memorial Fund. They should contact: The Local Secretary, RNBT (Submarine Memorial Fund), 2a, Tipner Road, Portsmouth, Hants PO2 8QR.

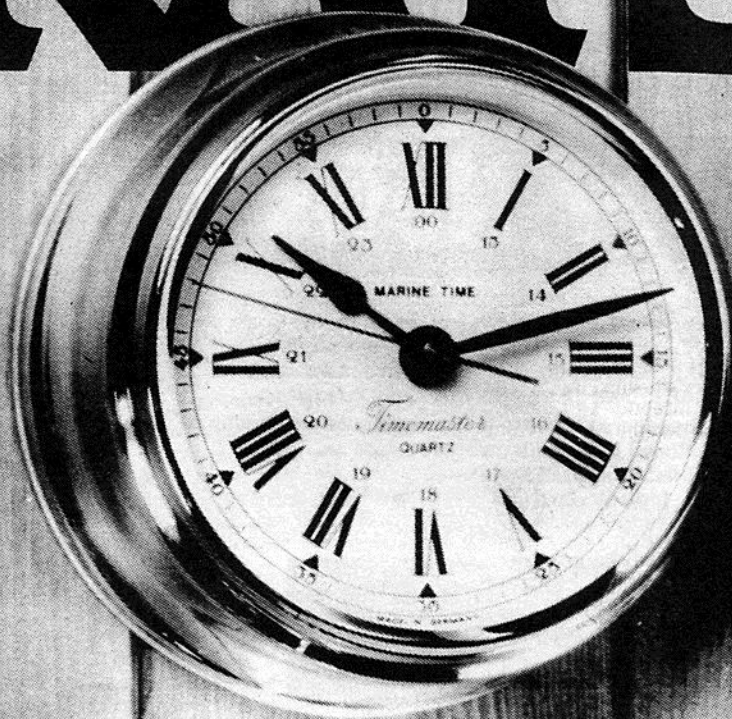
RNBT DETAILS

Existence of the Submarine Memorial Fund and grants made from it does not, however, preclude alternative or additional assistance from the RNBT where necessary.

Detailed arrangements are being made separately for officers and will be made known as soon as possible.

It is stressed that applications for assistance from the Submarine Memorial Fund should be made by the person in need. This is because applications on behalf of others may lead to embarrassment

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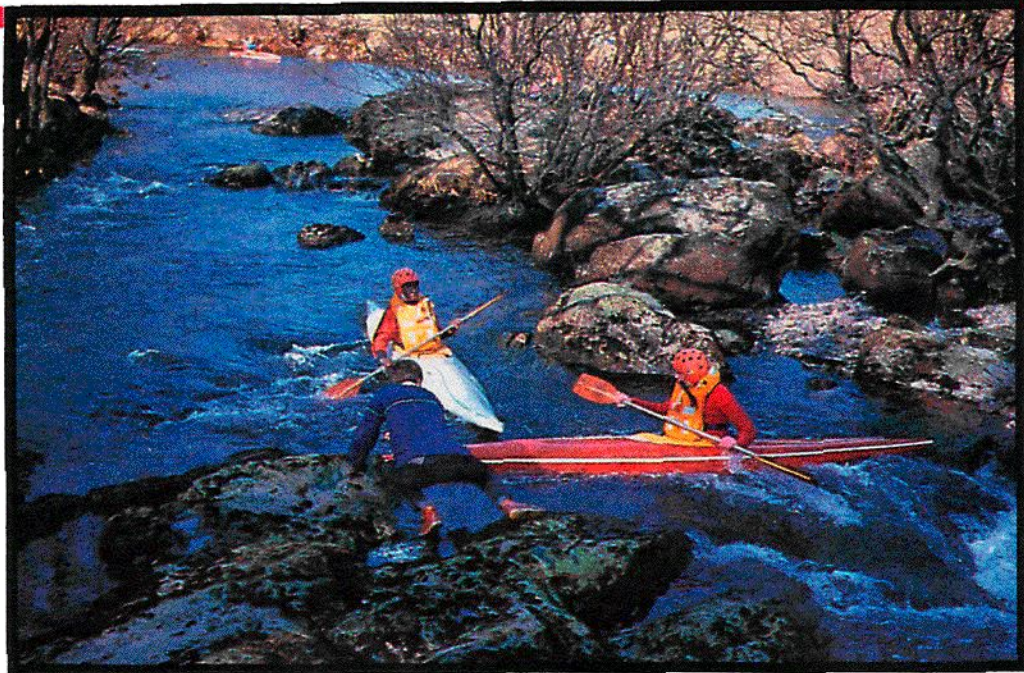
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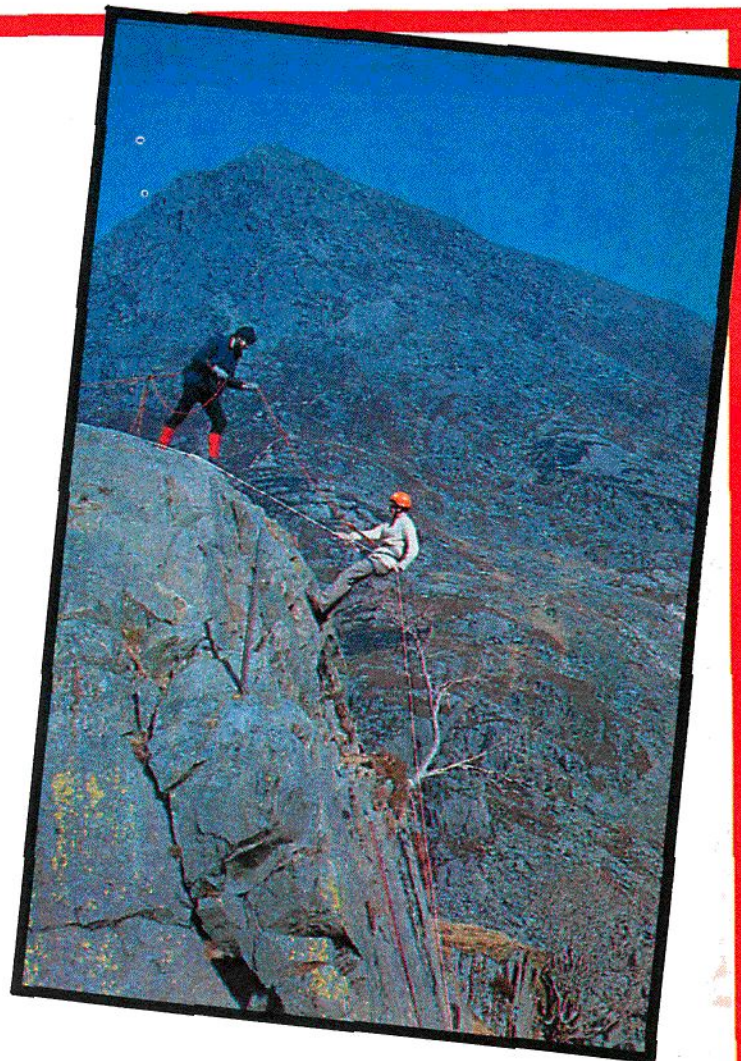
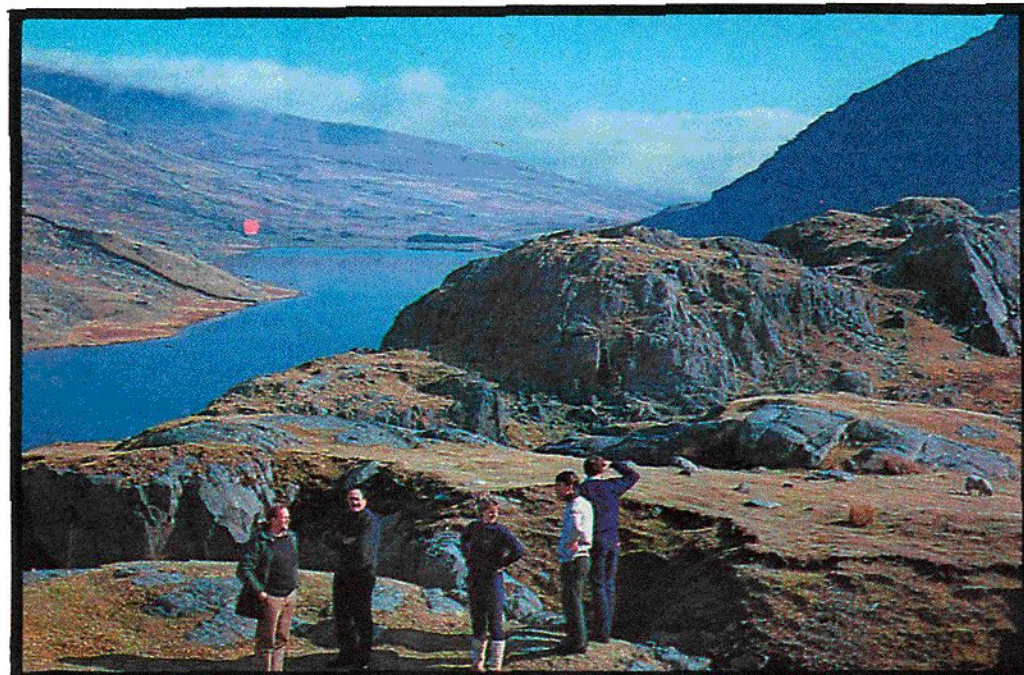
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Abseiling and river canoeing are two forms of adventure training for which the highly qualified instructors at Tai Newyddion are on hand to give expert advice.

Up and down the valley

Left — A view of the Nant Ffrancon Valley, looking east across hill walking country at the base of Snowdon and the Llyn Ogwyn fishing lake.



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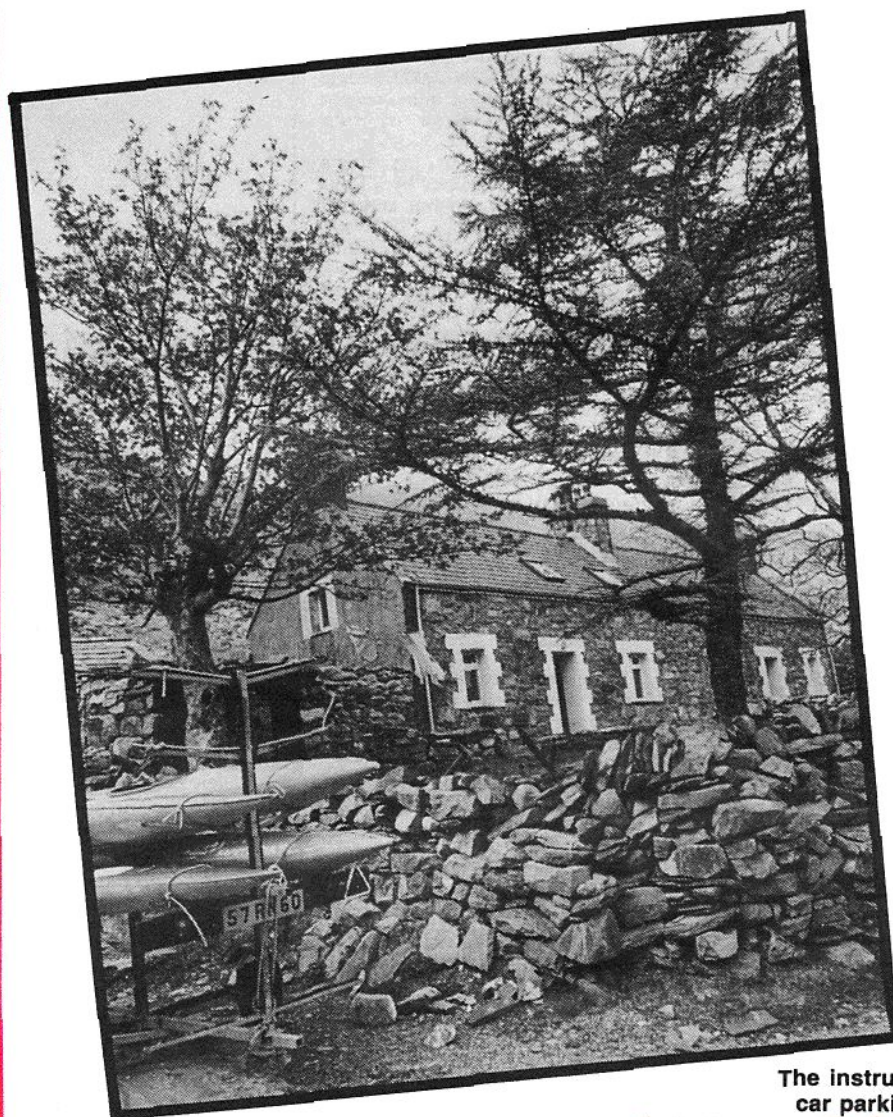
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WHETHER you enjoy the great outdoors for the rugged pursuits they offer or for their rural peace and tranquility, the Naval Air Command mountain centre at Tai Newyddion in North Wales could be the place for you.

As these pictures show, it is situated in spectacular countryside in the beautiful Nant Ffrancon Valley, two miles south of Bethesda.

The challenging terrain makes it an ideal base for RN and RM personnel and their families who want to test themselves on mountain and river, or simply to enjoy the scenery.

Activities

Activities include hill walking, rock climbing, abseiling and river and sea canoeing. Qualified instructors are provided from the Resources and Initiative Training Section in HMS Daedalus.

Accommodation and living facilities available for booking include four dormitories (which sleep 34), plus two lounges and well equipped washing, showering and drying facilities. There is also a six-berth self-contained quarters for the instructors.

● Repairs and improvements have been carried out to the centre with the help of grants totalling £16,000 from the Sailors' Fund and the Fleet Amenities Fund.

The instructors' cottage, pictured from the car parking area on the approach road.



"All the nice girls love a sailor" runs the first line of an old song. Here it was a case of "All the sailors love a nice girl" when some of the ship's company of HMS Dido were pictured with their official pin-up Denise Farthing (21) during their last official visit to Bolton.

Picture: Wren (Phot) Tina Peck.

Dido says her last farewells

AFTER 200 years of almost continuous service, the name HMS Dido disappeared from the Royal Navy on July 18 when the current Leander-class frigate was handed over to the Royal New Zealand Navy and renamed HMNZS Southland.

When the fifth of the six Didos, a cruiser, was paid for partly by £1,191,154 raised by the Borough of Bolton in just one "Warship Week" in 1941, it started an association between ship and town which has lasted to this day.

To mark the link and the granting ten years ago of the Freedom of Bolton, HMS Dido berthed in Liverpool in June for a six-day visit to Bolton, typified by the warmth of its welcome and generosity of its hospitality.

Parade

The main event in a full programme was a Saturday parade of the ship's company, led by the Royal Marines Band of the Commander-in-Chief Fleet, when they marched around the town centre with "bayonets fixed, drums beating and colours flying" to exercise the Dido's freedom of entry for the last time.

In a civic service in the parish church the Mayor of Bolton, Cllr. A. S. Brigg, received back the ship's Freedom Casket and Scroll for safe keeping from the Dido's commanding officer, Cdr. Chris York.

Other events were less formal, including a ship's dance at which 21-year-old Denise Farthing was voted Miss HMS Dido from a number of pretty contenders — and as the Mayor pointed out during a luncheon for the whole ship's company, there seemed a good chance

HMS Dido's last operational task for the Royal Navy was to keep tabs on the latest Soviet jump-jet carrier, the Novorossisk. The British ship carried out her surveillance off the West Coast of Ireland.

that Bolton would be seeing more of Dido's sailors, even though the official link was about to end!

Five of the ship's company made the 304-mile trip from Plymouth to Bolton the hard way. After 30 hours in the saddle, six blisters and three punctures, their sponsored cycle ride raised more than £500 for the Green Fold School for handicapped children in Bolton.

Another £530 was raised for the school in a solo sponsored swim by Cook Mark Openshaw during a ship's visit to Lisbon.

Plymouth

Later in June the Dido paid her last visit to her home port of Plymouth, leaving with her paying-off pennant flying bound for Portsmouth for preparations to transfer to the Royal New Zealand Navy.

In Portsmouth, the ship was visited by 80-year-old Vice-Admiral Sir Robert Elkins and Lady Elkins. Vice-Admiral Elkins commanded the cruiser Dido from 1944 to 1946.

The Leander-class frigate, which entered service with the



Royal Navy in 1963, will go to New Zealand after a refit in Southampton by Vosper Shiprepairers, followed by work-up at Portland with a New Zealand crew. Her sister ship HMS Bacchante was handed over to New Zealand last September and renamed HMNZS Wellington.

ABOVE: With sons of ship's company members on board, HMS Dido enters Portsmouth, paying-off pennant flying, after her last visit to her home port of Plymouth.

Picture: Fleet Photographic Unit.

LEFT: Four Wasp helicopters of 829 Naval Air Squadron fly in a close diamond formation over HMS Dido to mark the end of the 20-year association between the Portland-based helicopter and the ship.

The Dido was in the Portland area en route from Plymouth to Portsmouth for decommissioning on July 18 as HMNZS Southland.

Taking part in the flypast were the first flight commander, Lieut.-Cdr. Ed Horne (now officer-in-charge of flying at RNAS Portland) and the last, Lieut. Chris Bryning.

MEMORIES OF JOLLY JOCK

IN THE MINDS of most Servicemen and women, Edinburgh Castle is associated with the Army and with the swing of the kilt and skirl of the pipes which, for them, symbolises the Scottish soldier.

What many will not know is that the castle houses a museum, created in 1930, to tell the story of the Royal Navy in Scotland as well as that of the other two Services.

Because of its position and because the Navy has been represented historically at the National Maritime Museum at Greenwich and now at museums at Portsmouth and Gosport, the naval section of the Scottish United

Services Museum has taken second place to displays concerned with the history of Scottish regiments.

There are now plans to enlarge the area in the museum allocated to naval history. To achieve this, it needs objects associated with Scotland and the Royal Navy and Scots who served, or serve, in the Royal Navy.

Anyone who thinks they can help with items large or small should write to or telephone Mr. Stephen Wood, Keeper, Scottish United Services Museum, Edinburgh Castle, EH1 2NG. (Tel: 031-226-6907).

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APPOINTMENTS

Controller promoted admiral

VICE-ADMIRAL Sir Lindsay Bryson, Controller of the Navy, is promoted admiral on August 1 this year — the first Weapons Electrical engineer to reach that rank.

Admiral Bryson entered the Royal Navy as an engineering cadet in 1943 and served in the battleship HMS Anson as a midshipman.

He has served as an Air Electrical officer with naval air squadrons and as an Electrical officer in frigates and destroyers. He was Weapon System engineer in HMS Tiger and later Weapons Electrical officer in HMS Fife.

His other appointments have included command of HMS Daedalus and Director General Weapons (Naval), together with additional responsibility as Chief Naval Engineer officer. He was appointed Controller of the Navy in March 1981.

Rear-Admiral W. A. Higgins is to be Director General of Naval Personal Services in December. He is at present Flag Officer Medway and Port Admiral Chatham, and also became Chief Naval Supply and Secretariat officer from July 8.

Other appointments recently announced include:

Capt. M. H. Everett. Dolphin in command and as Capt. 1st SM Squadron and Capt. RN SM School. December 20.

Cdr. S. Taylor. Manchester in command. October 18.

Cdr. D. Conley. Courageous in command. December 15.

Cdr. M. P. Gilbert. Warspite in command. December 6.

Cdr. C. F. P. Hamilton. Jupiter in command. October 18.

Lieut.-Cdr. D. M. Parratt. Jersey December 5 and in command.

Lieut.-Cdr. D. P. Smith. With CNSA for Plover building August 30 and in command on commissioning for trials and service.

Lieut. C. J. Bryning. Hubberton October 18 and in command.

ADC to Queen

The following officers have been appointed ADC to the Queen: Commodore G. G. W. Hayhoe, and Captains S. K. Sutherland, D. N. O'Sullivan, M. J. F. Rawlinson, R. I. T. Hogg, C. R. V. Doe, R. McQueen, H. W. Young, P. G. Hamilton-Price, R. A. Fogwill, A. Short, P. T. Sheehan, and D. C. F. Watson.



ADMIRAL BRYSON

OBITUARY

D. E. Lomax. ALRO(G). HMS Falmouth. June 15.

G. A. Clark. MA. RN Hospital Haslar. June 24.

R. M. Wellings. MNE. 40 Cdo, RM. July 4.

Sir Edward Rebbeck. Rear Admiral and former Engineer officer. Aged 81. Served both World Wars.

A. Cecil Hampshire. Lieut (ret'd.). Aged 79. Naval historian and author.

D. J. Petchey. Ex-CRS. July 2.

J. Vaughan Lewis. Lieut.-Cdr. (ret'd.). Ex-HMS Onslow.

D. Hunter. Ex-PO. Served HMS Onslow.

Ted Howard. Aged 63. Served 1933-46, including HM ships Orion, Hardy and Witch.

J. H. McArthur. Ex-CPO(GI). Aged 83. Served 1915-63, including HMS Kenya (torpedoed Second World War).



HMS Falmouth's commanding officer, Cdr. Alastair Ross, and MEM(M) Chris Clegg are pictured stirring the Christmas pud.

FALMOUTH STIRS UP AN EARLY CHRISTMAS

CHRISTMAS comes but once a year — except in the Falklands . . .

During a break in her Falklands patrol, HMS Falmouth decided that, as the shortest day of the year had just passed, June 25 should be 'Christmas Day'.

No expense was spared as the ship prepared herself for the festive occasion. A lunch fit for any Christmas party was served, presents swapped and a carol service conducted in the hangar. From ashore a Christmas tree materialised and the South Atlantic weather obliged with a sprinkling of snow to add to the authenticity.

Rear-Admiral Robert Gerken, Flag Officer Second Flotilla, hosted the six-monthly meeting for seagoing flag officers on board HMS Exeter in Portsmouth on July 8. The

NEWS IN BRIEF

meeting is rarely held in a ship because of the difficulty of getting all six admirals together.

The other five present were Vice-Admiral Ted Anson (Chief of Staff to CINCFLEET), Vice-Admiral Derek Refell (Flag Officer Third Flotilla), Rear-Admiral Sir John Woodward (Flag Officer Submarines), Rear Admiral John Webster (Flag Officer Sea Training) and Rear-Admiral Jeremy Black (Flag Officer First Flotilla).

Rear-Admiral G. A. Baxter, Chief Naval Instructor Officer, opened an extension to the Brunel teaching block at HMS Sultan. The extension has ten classrooms, four laboratories, a library for over 3,000 volumes and several offices.

HMS Kedleston was the centre of attraction at an open day held at Granton by HMS Claverhouse, the RNR unit based in the Forth.

Chaplain of the Fleet the Ven. Ray Roberts took passage in HMS Invincible from Portsmouth to Rosyth. During two busy days on board he met most of the ship's company.

A shell fragment which came to rest in the wardroom of the battle cruiser Invincible during the 1914 Battle of the Falklands has been presented to the present HMS Invincible by Miss Elizabeth Cameron of Glasgow.

Her father was a gunnery officer on the earlier Invincible and mounted the fragment on

Gurkha's on guard at Gib.

A SPELL of three months in Portsmouth ended for HMS Gurkha on July 7 when she left to take up a month's duty as Gibraltar guardship.

While at Portsmouth she won the Midi Ships hockey competition and was runner-up in the voluntary sports subscription competition.

CHILDREN

On June 15 the Gurkha was host to 50 underprivileged children sponsored by the Variety Club of Great Britain.

The frigate's laundryman Yeung Yuk Ching was presented with his South Atlantic medal when the ship was visited by the Flag Officer First Flotilla, Rear-Admiral Jeremy Black. Mr. Ching was serving in HMS Antelope when she was sunk.

A plaque on board the ss Canberra marks the close association between her crew and their families and the British Sailors' Society, during the Falklands campaign. It was presented by Lady Fieldhouse on June 30.

an inscribed plinth as a memento of the battle.

Seven members of the crew of HMS Sceptre spent a day visiting Plessey at Titchfield while their nuclear powered submarine was berthed at Southampton. They were shown tests being made on the Shield anti-missile decoy system which, developed and manufactured by Plessey Aerospace, played a major passive role during the Falklands war.

Serving and ex-serving MEAs (H) and those of artisan branches, and ratings who complete the Hull Adquial course or any MEA(P) in a MEA(H) billet are welcome to join the RN Shipwright Artificers Association as full or associate members. Details from Mr. R. W. Johnson, 355 Peters Road, Manadon, Plymouth PL5 3DR (Tel. Plymouth 704049).

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A PAGE FOR FAMILIES

PERTSHIRE SCHOOL
OFFERS RN PLACES

THE LAST decade has seen an increase in the number of Royal Navy and Royal Marine boys at Queen Victoria School, Dunblane, Perthshire, from a dozen to 36. Many are the sons of men serving in Scotland.

This year there were four applications and all gained places for the school year starting in September.

Applications are welcome from serving Scottish personnel of the Royal Navy and Royal Marines, and should reach the Commandant, Queen Victoria School, Dunblane, Perthshire, FK15 0JY, by December 31 for the school year 1984-85. A selection board will be held in February.

Anyone requiring further details should write to the Commandant.

Holbrook says
no to Whale
Island move

THE Royal Hospital School, Holbrook, whose pupils include about 500 sons of serving RN and RM personnel, is to remain in East Anglia.

The decision to stay put was taken unanimously by the school's management committee after a detailed study of the feasibility of a move to Whale Island at Portsmouth.

Southwick
school
protest

PARENTS of children at Southwick County Infants School near Portsmouth are fighting to keep the school open.

Twenty-one children aged five to seven — mostly from HMS Dryad — attend the school. It is planned to close it in 1984 and send the children by bus to a Portchester school.

EXPENSIVE

The County Education authorities says the school is small, old and expensive to run.

The fight has included a petition to the authorities with more than 300 signatures, and further representations are planned to the Secretary of State for Education and Science.

Parents and villagers are also planning fund-raising for specific projects at the school, including, possibly, an improved heating system.

Many parents and old boys had expressed a strong wish that the school should stay at what has been its home in Suffolk for the last half century, despite the long distances from main naval centres. The decision is reported to be highly popular among pupils, parents and teachers.

Reasons for staying were considered "overwhelming," Navy News was told.

NEW STUDY

Now a further study is to be made on the development of the school, its facilities and curriculum. Included will be the question of whether the school should go co-educational.

Admission of girls would involve many factors, including accommodation and teaching staff which at present is all-male. "This is

just one of the options under consideration and no early decision is called for," it was stated.

There is no shortage of boys to fill the school. Most are the sons of serving seafarers, and the decision to admit grandsons is due to come into operation in 1984.

SSAFA set
pageant in
Whitehall

AUGUST sees a pageant of history, "The Heart of the Nation," being performed as a son et lumiere production on Horse Guards Parade in London. Held by the Soldiers, Sailors' and Airmen's Families Association in aid of its funds, the event will feature the voices of many famous actors and actresses.

At 9 p.m. on August 17, 550kw of powers will surge through more than half a million feet of cable to bring to life 500 years of the prominent role of Whitehall in Britain's turbulent history.

Above the constantly changing lighting and sound effects will rise portrayals of great voices and sounds from the past — Henry VIII, the young Elizabeth I, the thud of the axe as Charles I died, the Duke of Wellington, Lord Nelson, the resolute growl of Winston Churchill, and many more.

Producer Michael Parker (who also produces the Royal Tournament) said: "The enchantment of a son et lumiere is in challenging the audience's imagination. Without faces to the voices, they have to create their own, while concentrating on the buildings as a dominant focal point."

BEREAVED
FAMILY'S
THANKS

FROM Wootton Bassett, near Swindon, the following letter has been received following the death of PO David Matthews, which was reported last month:

"I would like most sincerely to thank Welfare, all staff at RN hospital Haslar, also at Royal Marsdon Hospital, London, for their care and many kindnesses shown to my late son David; also the kindness to my daughter-in-law Lesley.

"Many thanks for all the funeral arrangements" — Dorothy Matthews and family.

Rock air service

MEMBERS of the Forces and their immediate families may be among those interested in the Air Europe weekly charter service to Gibraltar. The airline, which has now flown over 100,000 passengers to and from Gib., has a flight each Monday until the end of October, operating from Manchester and Gatwick. An improved winter service is promised.

Details can be obtained from travel agents or from Air Europe Ltd., Europe House, East Park, Crawley, West Sussex (tel: Crawley (0293) 519100).



The 10-ft high semi-figurative sculpture "Bird Alighting" is dedicated outside the Fleet Air Arm Chapel at Yeovilton by the Bishop of London. It is in wood and was carried out by Cornish painter and sculptor Sarahleigh Williams. A new protective process provides a high gloss finish to the sculpture.

GUN BOYS

HMS SULTAN'S Volunteer Cadet Corps, which has been using a field gun loaned by HMS Dryad, now has its own cadet-sized gun for practice and demonstrations, thanks to help from friends and supporters of the unit. Using their own gun the cadets won the semi-final in a recent competition between units at HMS Excellent.

Barbecue
open in
Nelson

A BARBECUE area now open in HMS Nelson is available to personnel there and to ships in the naval base. Families will also be welcome to use the facility.

The project, financed by Nelson's Welfare Committee, was opened by the Commander-in-Chief Naval Home Command, Admiral Sir Desmond Cassidi.

NO CHARGE

There is no charge for the charcoal grills or use of the chalet, which is being fitted out with a bar and facilities for tea and coffee making. A play area for children is planned, as is a marquee for bad weather.

More information is available from Mr. Nick Carter, Welfare Amenities secretary, on Portsmouth Dockyard extensions 24185.

Sculpture
honours
Yeovilton
fallen

THE MEMORIAL sculpture "Bird Alighting" has been dedicated outside the Fleet Air Arm chapel at RN air station Yeovilton to the 19 men of the Fleet Air Arm who lost their lives in the South Atlantic campaign.

Among those who attended the ceremony were relatives of the officers and ratings who died. The dedication was carried out by the Bishop of London, the Right Rev. Graham Leonard, and present at the service were the Flag Officer Naval Air Command, Vice-Admiral Sir John Cox; the Chaplain of the Fleet, the Ven. Raymond Roberts; the commanding officer of HMS Heron, Capt. P. J. Williams, and many colleagues and friends from squadrons, ships and RN air station Yeovilton.

SERVICE

A memorial service was held in the chapel before dedication of the sculpture itself.

During the afternoon a second, shorter, ceremony took place on the Yeovilton playing fields. After prayer by the Chaplain of the Fleet, Mrs. Betty Williams (wife of Heron's commanding officer) unveiled a plinth dedicated to Yeovilton's dead.

At the same time 12 sailors unveiled named plaques alongside the 12 copper beech trees planted in memory of the 12 Yeovilton officers and men who gave their lives in the Falklands campaign.

Prince Andrew visited the memorial sculpture when he opened the South Atlantic conflict exhibition at the Fleet Air Arm Museum in July.

Rosyth pack
buys ward
a new telly

BROWNIES of the 8th Rosyth (St Margaret's RN) Pack adopted Dunfermline and West Fife Hospital earlier this year and have now presented a £230 colour television set to Ward 6 following a variety of sponsored events. The Brownies, all children of Royal Navy families, are now raising another £200 to buy quilts.

Rosyth has flourishing companies of Scouts, Guides, Cubs and Brownies attached to the Church of St Margaret.

Navy
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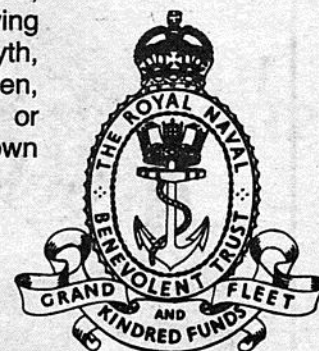
BY THE NAVY

RNBT is the Navy's own benevolent fund, administered by Committees of serving and ex-serving ratings at Chatham, Devonport, Portsmouth and Rosyth, for the benefit of serving and ex-serving Naval men, their widows, orphans and dependants in need or distress. The Trust maintains Pembroke House, its own residential Home for aged ex-Naval men.

GRANTS COMMITTEE: Local Secretary, RNBT, 2a Tipner Road, Portsmouth, PO2 8QR (Telephone 0705-660296)

PEMBROKE HOUSE: Administrator, Pembroke House, Oxford Road, Gillingham, Kent, ME7 4BS (Telephone 0634-52431)

HEAD OFFICE: General Secretary, 1, High Street, Brompton, Gillingham, Kent ME7 5QZ (Telephone 0634-42743)



FOR THE NAVY

GET WISE ON DCI's

Going, going, gong!

ANYONE who would like to adorn his dining room with the 141 lb. bell of HMS Bulwark will now have the opportunity to bid for it — always provided he has about £500 to pay for it.

For the first time since 1977 the Ministry of Defence is having a sale of ships' bells, with many familiar names listed.

It is possible to bid for a bell at a price not much more than £100 (e.g. one inscribed HM tug Agatha 1961), but in general the prices are more in the region of £300. The one described as "Royal Naval College Dartmouth" is priced at £658 (plus VAT in each case).

Only a little less expensive at £588 is the bell of HMS Triumph ("poor - no clapper, cracked").

Some of the bells have an impressive array of christening names inscribed, notably HMS Tiger and HMS Devonshire.

Individuals or organisations interested in purchasing a bell should study the application arrangements. In particular, anyone who has made a previous application should note that a new one has now to be put in.

DCI (RN) 242



'They're going like the clappers, old chap!'

INSURANCE AGENTS



'How much to insure she DOES get lost on passage to my next draft?'

A moving plea on insurance

WHEN moving one's possessions due to a change of Service requirement, it might be assumed that the Crown would accept responsibility for all hazards. But not so.

A joint Service statement says that "recent incidents" have reinforced the advisability of insuring personal effects (and mess-owned non-public property), especially during shipment.

Says the statement: "The Ministry of Defence will NOT accept liability for loss of, or damage to, baggage in transit. Those already covered against the usual hazards (fire, theft, etc) should seek confirmation from their insurers that the policy includes protection to the goods concerned when in transit."

It is essential that unit/sub-unit commanders inform all those under their command about the benefits of insuring personal property during removal as and when it becomes necessary (for example prior to a unit move or individual posting)."

DCI (RN) J 231

★ Better shirt

AN IMPROVED collar-attached evening dress shirt is being introduced for officers.

The new shirts are made from easy-care polyester/cotton material with a stiffened marcella cotton front, collar and double cuffs. The front is fitted with buttonholes for stud fasteners.

Occasions for wear of collar-attached evening dress shirts remain unchanged. Consideration will be given to the extent to which the new shirt may be suitable to replace the stiff-

fronted evening dress shirt and separate winged collar.

DCI (RN) 248

★ Vested interest

JUNIOR STEWARDS may have up to three uniform cotton white-front vests laundered at Crown expense each week.

DCI (RN) 233

★ Ride on!

THE CRESTA RUN is a must for anyone who fancies tobogganing head first at about 80 miles an hour with his chin

about three inches from the ice.

The Navy needs new riders for both the 1984 season and future years. Those interested should write to Lieut. S. Trotter, Royal Naval Engineering College, Manadon, Plymouth PL5 3AQ.

(Announcement dated June 17 1983).

★ Dis-charge

THE STANDARD charge payable by Royal Navy and Royal Marines recruits claiming their discharge under the early release provisions has been increased from £75 to £80 as from June 1, 1983.

DCI (RN) 243

TEST YOUR SKILL!

THE City and Guilds of London Institute (CGLI) has agreed that the award of a skills testing certificate is appropriate for all artificer apprentices and artificer candidates of the Weapon Engineering Sub-Branch who successfully complete either the Fitting and Turning or Practical Electronics Techniques syllabus and achieve a pass standard in a series of staged tests in HMS Collingwood.

The first classes to be awarded certificates will be Mechanician 17 qualifying course and 801 Artificer Apprentices course, but retrospective awards may be applied for in certain cases.

DCI (RN) 232.

THE CGLI has also agreed that a skills testing certificate can be awarded to all senior rates of the Marine Engineering Sub-Branch who successfully complete the following courses in HMS Sultan:

Pipeworker additional qualification (Adpipe), hull maintenance additional qualification (MHull), hull additional qualification (Hull Adqual) (22 weeks fitter and turner course only), standard gas welding course (course no. 13a), and standard arc welding (course no. 13b).

Retrospective awards may be made in certain cases.

DCI (RN) 246.

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PORTSMOUTH

Admirals Haven: Henderson Road, Southsea.
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ROYAL OPEN DAYS

Prince impressed by exhibition on Falklands

JUST 13 months after the Argentine surrender, an exhibition on the Royal Navy's part in the Falklands conflict was opened at the Fleet Air Arm Museum, Yeovilton, on July 11 by one of the participants in the campaign — Prince Andrew.

Assembly of the exhibition started immediately after hostilities ended as aircraft, equipment and relics returned to Britain and it will continue to change and develop as more items become available.

In company with more than 300 other VIPs, including many senior naval officers, the Prince, who praised the museum on the speed and comprehensiveness of its achievement, was able to view a formidable array of exhibits.

British aircraft on display include Humphrey, the Wessex 3 helicopter from HMS Antrim which depth-charged the Argentine submarine Santa Fe and carried out many daring rescues on South Georgia.

Peppered

Now peppered with holes from 20mm cannon shell shrapnel from an Argentine Mirage attack, Humphrey is the helicopter which played a vital role in HMS Fife's hurricane relief operation in Dominica in 1979.

Another helicopter casualty on view is the Lynx from HMS Broadsword which lost its nose when an unexploded bomb hit the ship and ricocheted through the flight deck.

Captured aircraft include one of the only two Pucara ground-attack aircraft on view to the public in this country and the one and only Aeromacchi turbo-jet to be



brought to the UK from the Falklands. Many smaller items range from a Pucara pilot's helmet to a pebble from Pebble Island, and each exhibit is accompanied by a paragraph or two of explanation. Paintings on display show various aspects of the campaign.

Prince Andrew, who also opened a new restaurant and a 100-seat auditorium and video theatre, later saw a flying display and visited the new



During her visit to the Kingfisher Shopping Centre in Redditch, the Queen speaks to LRO Buck Rogers, of HMS Kingfisher. The commanding officer, Lieut. James Donaldson, is on the right.

Picture: CPO(Phot) Roger Smart.

LEFT: Among the many people Prince Andrew met when he opened the Falklands Exhibition at Yeovilton was CPO Terry Bullingham, who was blinded by shrapnel during an attack on HMS Antrim. With CPO Bullingham, who is now an information officer at the Fleet Air Arm Museum, is his wife Joyce and (centre) the Museum's director, Cdr. Dennis White.

Picture: PO(Phot) Ken Rixon.

PRINCE EDWARD TO JOIN MARINES

PRINCE EDWARD, who is to make a career as a Commando officer with the Royal Marines, takes an initial course at CTC Lymington in September before his three-year degree course at Cambridge. Under the RM university cadets entry scheme he will be a second lieutenant on probation. Later comes an extended period of officer training.

memorial to the 19 men of the Fleet Air Arm who died in the Falklands conflict.

Next month he joins 702 Naval Air Squadron at Portland to fly Lynxes.

November unveiling for statue

THE QUEEN is to unveil a statue of Earl Mountbatten of Burma on Foreign Office Green, London, on Wednesday November 2.

The nine-foot statue of the Earl, showing him in the uniform of Admiral of the Fleet, is the work of sculptor Franta Belsky and was paid for by public subscription.

The unveiling by the Queen will be in the presence of members of the Royal Family, Countess Mountbatten of Burma and her

family, the Prime Minister, overseas royalty and representatives of the many organisations worldwide.

Private individuals who subscribed can apply in writing for tickets to the ceremony to the Mountbatten Statue Appeal, Room 338, Ministry of Defence, Lansdowne House, Berkeley Square, London, W1X 6AA. Space will be limited and a ballot held for tickets. Successful applicants will be notified by October 12. Appropriate organisations will also be invited.

Alacrity a big draw!

HMS Alacrity (below) corners the market in tight turns during a work-up period off Gibraltar. The Type 21 frigate's next port of call was Bordeaux, where the ship's guard paraded on British Day at an international trade fair and welcomed MP Mr. Ted Heath on board.

After taking part in Staff College Sea Days from Portsmouth, the Alacrity embarked

five cartoonists — including Navy News's very own Tugg — for an overnight passage to

London, and spent five days in the Pool of London.

During this time the ship renewed links with the Royal Green Jackets and the Mermaid Theatre, whose patron, Lord Miles, was entertained on board before taking passage in the frigate back to Devonport where a families day heralded the start of a spell in dock.

Picture: LA(Phot) Danny du Feu.

Sussex visit to Yeovilton

WHEN members of the senior rates' mess of HMS Sussex, the RNR Division at Hove, visited the Fleet Air Arm Museum, Yeovilton, crests were exchanged between Sussex, the WO and CPOs' Mess of HMS Heron, and CPO Terry Bullingham, an associate member of the RNR mess.



Kingfisher interests the Queen

A 41-year link between HMS Kingfisher and Redditch in Worcestershire resulted in members of the ship's company attending the opening by the Queen of a shopping centre in the town on July 5.

The ship's predecessor, an ASW corvette, was adopted by the town in 1941 and affiliation was re-established with the present Kingfisher last year.

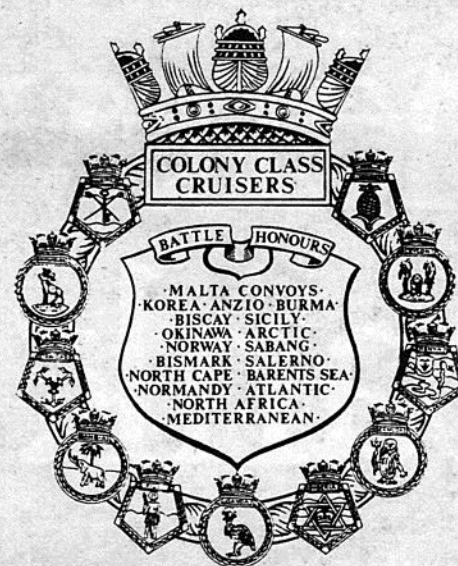
At the official opening of the Kingfisher Shopping Centre, the ship's representatives assembled on parade next to a model of the previous ship which is permanently on display.

CAKE

The ship's commanding officer, Lieut. James Donaldson, was presented to the Queen, who also spoke to several members of the ship's company and expressed interest in the ship's role in Northern Ireland.

Before the ceremony, Lieut. Donaldson was presented by a local supermarket manager with a large cake representing the former HMS Kingfisher. The cake was handed on to the Mayor of Redditch, who was invited to give it to a local home for the underprivileged.

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To commemorate the Service of the Cruisers of the Colony Class we have produced a plate and a tankard that incorporates the crest of all of them, and which lists the battle honours they won between them.

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LADY DRIVER



Third Officer Linda Sanderson at the bridge controls of HMS Invincible with quartermaster LS(M) Gary Bradley. See story in Page 17.

Quick on the draw

These members of the Cartoon Club of Great Britain raised nearly £300 for the RN Historic Flight during a "MARTSU Spectacular" sale of their work in the Fleet and CPOs' Mess in HMS Daedalus. The event was co-ordinated by CPO Graham Foster of the Mobile Aircraft Repair, Transport and Salvage Unit based in Daedalus. Graham is more familiar to Navy News readers as "Jan" the cartoonist.

From left to right are club secretary Mike Turner, John Smith, Graham "Jan" Foster, John "Nibz" Bartlett, Tony Ellis and Anthony Hutchings.



Some well-known faces put in an appearance on HMS Ocelot when the submarine visited Glasgow. Comedian ERIC SYKES, MATTHEW KELLY from "Game for a Laugh," actress CAROLINE GOODALL and PAUL JELICO from "Triangle" are pictured with Lieut. DAVID SMITH of the Ocelot. The visitors were appearing in a Glasgow theatre at the time of the submarine's visit.

Nelson stars

The Commcen in HMS Nelson has been awarded a Comstar certificate for its record of transmitting messages accurately and rapidly. RS Paul Featherstone (pictured right) received the certificate on behalf of the Commcen from the C-in-C. Naval Home Command, Admiral Sir Desmond Cassidi.



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BARCLAYS

PEOPLE

IN THE NEWS

Now the boy seaman is a Chief . . .

FORMER Boy Seaman Second Class **Andrew Sloan** has come a long way since he joined HMS Ganges in January, 1947. Last month he became Chief Constable of Bedfordshire.

He left the Royal Navy as a petty officer in 1955 and worked briefly in Norway before joining the West Riding Constabulary.

He served through the ranks in the CID and was appointed Assistant Chief Constable (Operations) in Lincolnshire in 1976.

Later appointments included that of National Coordinator of the Regional Crime Squads and Deputy Chief Constable of Lincolnshire. He was also a member of the Yorkshire Ripper enquiry team set up just before the arrest. In the New Year's Honours List Mr. Sloan was awarded the Queen's Police Medal.

While in the Navy he served briefly in HMS Vanguard (on which he was locked in a magazine for 24 hours by a forgetful gun sweeper!), in the light cruiser Euryalus, HMS Devonshire, and the submarines Tireless and Alderney.

Lambert Trophy

A trophy in memory of the late Lieut.-Cdr. Wally Lambert has been presented by his widow, Mrs. Jean Lambert, to LWEM Perry Reid at the Clyde Submarine Base, Faslane.

Lieut.-Cdr. Lambert was Head of Navigation at the RN Polaris School until his death last year at the age of 48. Officers and men of the Tenth Submarine Squadron donated the trophy to be awarded annually to the Faslane rating who most emulates Lieut.-Cdr. Lambert by showing outstanding qualities of character and endeavour in his technical studies.

Tough assignment

Lieut. **Dick Tough** of HMS Neptune is the only Royal Navy representative in the 12-man Joint Services team on the British Army East Greenland expedition which is spending two months in the Skeldal area of East Greenland.

Linda's all at sea

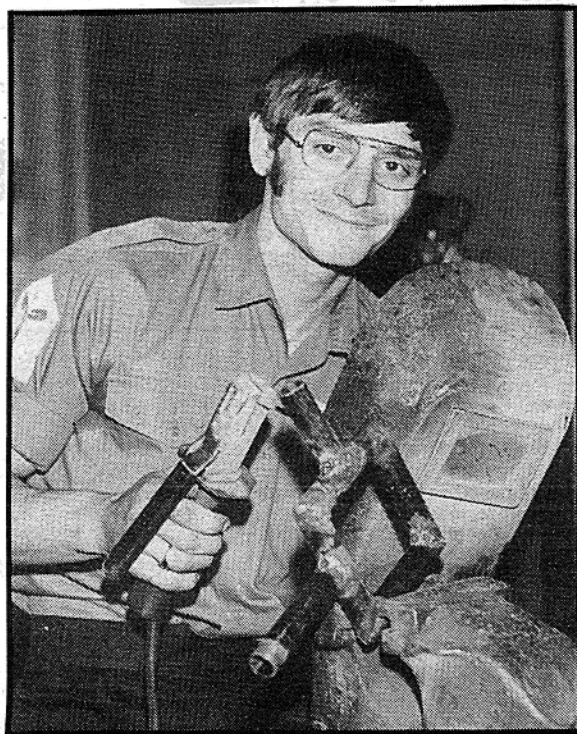
Third Officer **Linda Sanderson** is the first WRNS officer to have spent more than a day on board HMS Invincible. Linda, staff officer of 846 Squadron based at RN air station Yeovilton, was able to check on the squadron embarked in the carrier during an overnight stay at sea in the English Channel. See picture in Page 16.

Linda's husband, Sub-Lieut. **Peter Sanderson**, is a helicopter pilot serving with 845 Squadron.

Greta's shield

Third Officer **Greta Millard**, now serving in HMS Osprey, has become the first WRNS

Mr. Andrew Sloan pictured (right) as an acting PO at Gibraltar in the Fifties and (inset) with his wife Agnes on the occasion of receiving the Queen's Police Medal awarded in the 1983 New Year's Honours List.



Alan Lawson

Alan's first to be Guided

MEM **Alan Lawson** has received the first London City and Guilds certificate to be awarded under an optional testing scheme for people doing pre-release Vocational Training. He was presented with his certificate in electric arc welding at the VT Centre in HMS Nelson by the Base Education Officer, Cdr. Ken Newell.

Also present was Cdr. **Brian Bland RN (retd.)**, Services' Liaison Officer of the City and Guilds of London Institute.

The shield was first presented in 1968 in memory of Vice-Admiral Sir Horace Lyddon, who died in office while holding the appointments of Admiral President, Greenwich, and Chief Naval Supply and Secretariat Officer.



So cool under fire

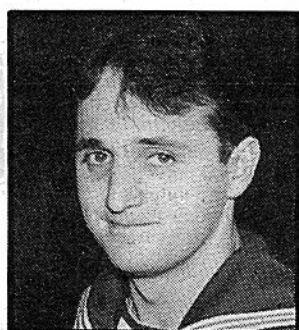
Naval Nurses **Helen Hansford** (right) and **Claire Wallage** of the QARNNS have been presented with Royal Humane Society awards in recognition of their contribution to the comfort and evacuation of fellow passengers during the 1981 Goodge Street tube fire in London. At the time of the incident they had only been in the QARNNS for six months, but nevertheless calmed other passengers and took steps to minimise the effects of smoke in the London Underground carriage. Helen is now doing SRN training at RN Hospital Haslar, while Claire is training as a SEN at RNH Plymouth.



Princess Anne receives the Wrenderings cheque from First Officer Jane Uff.



Greta Millard



Perry Reid

The optional testing scheme is open to all personnel undertaking 28-day Vocational Training courses in Nelson.

Wrenderings pay off

First Officer **Jane Uff** presented a cheque for more than £1,000 to Princess Anne, President of the Women's Royal Naval Benevolent Trust, at the Trust's annual meeting in London. The money was raised by the sale of the book "Wrenderings," a collection of poems by serving and ex-WRNS personnel conceived and edited by First Officer Uff.

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NEWSVIEW

Task down south still demanding

TWELVE MONTHS on from the Falklands campaign, only now perhaps is the reality of the apparent permanent nature of the commitment beginning to register fully. While the Falklands traumatically affected the Service and its families last year, they now present a continuing demand of a kind not previously experienced by many in today's Service.

In line of duty, ships head south to complete faithfully what is not exactly the most glamorous of deployments, especially in winter and for those with one or two previous visits under their belt.

But that for many is naval life today — and for the foreseeable future. Taking their share of the commitment soon will be, as reported in this issue, a trio of small vessels acquired by the Navy for use as patrol ships.

Way it was

The Falklands conflict and its consequences receives many mentions in the new defence White Paper and it is made clear that analysis continues, with valuable conclusions still being drawn. Progress continues to be reported on replacement ships and equipment.

Meanwhile, the families who waited at home during last year's conflict were reminded of the way it was by the recent television documentary-drama "The Waiting War," much of it filmed (with actors and a few naval personnel) in authentic Portsmouth settings.

Down-to-earth, outspoken — at times moving to the point of making the viewer feel an intruder on private grief — this sharply-scripted production, based on interviews, conveyed the emotion, frustration, anguish and bravery.

Time for pause?

It remains difficult to see how any system was ever going to cope completely with the demand for instant information naturally generated by the news emerging from TV and radio at that time. However, here again was experience on which to draw though, it is fervently hoped, never again will it be required.

The memory of those who died in the Falklands war will long be cherished. But perhaps a time has now arrived for a pause to portrayals, however laudable, of agonising situations which remain only too vivid in the minds of many families.

'Wavy Navy' born out of conflict

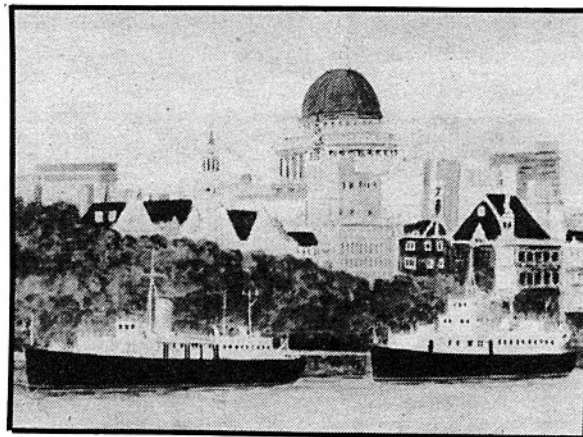
THE EMPLOYMENT of "gentlemen of good social standing" to assist the Senior Service in time of crisis goes back over the centuries, with the suggestion that men such as Sir Walter Raleigh would have been "Wavy Navy" officers of their day.

However, between the tobacco sailor and the present time, a great deal of in-fighting took place before the regular RN could be persuaded to acknowledge a landlubbery image.

As always, war teaches hard lessons, and in the last conflict Victorian admirals must have turned in their graves to realise that by 1945 the Royal Naval Volunteer Reserve was providing 74 per cent. of all executive officers then in the Service. A chosen few were actually in command of HM ships.

As with so many other innovations, the Navy needed a bulldozer to bash a way through prejudices, and the human machine was in position 80 years ago. Jackie Fisher was Second Sea Lord at the time, and thus agitation succeeded in the decision to "raise and maintain a force to be called the Royal Naval Volunteer Reserve."

The history is told in "London's Navy — a Story of the Royal Naval Volunteer Reserve," by Gordon Taylor, published by Quiller Press (price £9.95). Though the book deals with the London Division, the author has mirrored the activities of the whole organisation since its formation.



Up for disposal soon ...

HM ships *President* and *Chrysanthemum*, painted by Cdr. E. C. Tufnell when he was over 90. The original was presented by London Division to Commodore C. P. C. Noble RNR. Both ships are to be put up for disposal soon.

The Prince of Wales, in a foreword, comments that "many of the most exceptional human achievements spring simply from a sense of duty fostered by tradition," adding that "this book traces the origin of such a tradition and relates how, despite discouragement, it has flourished and gained full recognition by reason of little more than the deep sense of purpose and devotion to the Royal Navy of the individuals concerned."

The author explains that while the "Wavy Navy" typifies for the average Briton the temporary officers who served in the RN for the duration of the Second World War, proudly wearing their distinctive wavy gold braid, there were in fact two "streams."

Apart from the many "hostilities only" men who became temporary officers, there were the much smaller numbers of officers and men who joined the RNR in years of peace and were called up at the outbreak of war.

It is the latter kind that the book is all about — personnel continuously trained as volunteers to be ready for the call when it came.

After the war the wavy braid disappeared, and in 1958 the RNR dropped the "V" sign when it merged with the Royal Naval Reserve.

The London Division — one of the 11 in the country — is well known because of its two drill ships, the *President* and the *Chrysanthemum*, moored in the Thames alongside the Embankment.

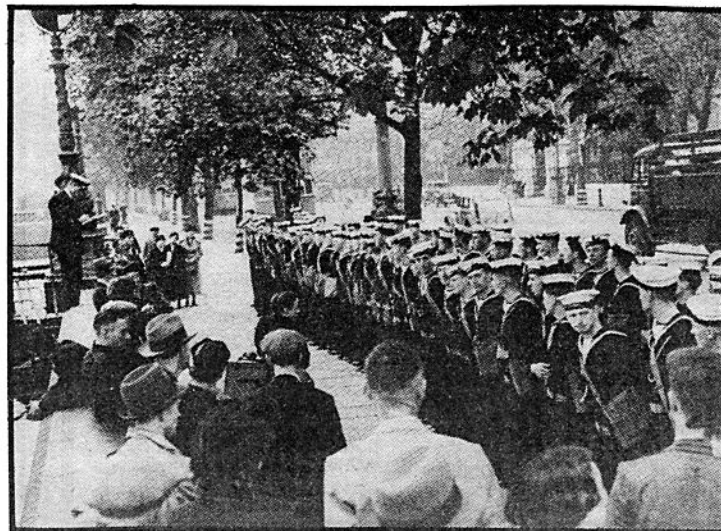
Readiness

When war came, men of the London Division were in such a state of readiness that they were able to man the armament of four "C" class cruisers which had been converted for anti-aircraft duties with the Fleet — the *Coventry*, *Curlew*, *Cairo*, and *Calcutta*.

The book notes with special pride that all four ships acquitted themselves well and died fighting, it having been written that "the *Coventry* was one of the most effective AA ships in the entire British Navy, downing more aircraft than almost any other ship."

Between 1939 and 1945 the RNR had their glory and their justification. It is unthinkable today that the latter should ever have been in doubt — evidence of their vital role in our maritime defence.

● HMS *President* and HMS *Chrysanthemum* will become "surplus to requirements" and put up for disposal in two or three years. London Division will be moving ashore to a site just downriver of the entrance to St Katherine's Dock.



Off to war

London Division goes to war. The men were ready and able to man the armament of four cruisers converted for anti-aircraft duties with the Fleet — the *Coventry*, *Curlew*, *Cairo* and *Calcutta*.

Shetland in the hot seat!

LIFE HAS not been dull for HMS Shetland during a prolonged period of offshore patrolling east of the Shetlands and Fair Isle. Although concentrating on the catch rates of the Dutch herring fleet, the Shetland was, like a policeman on the beat, drawn into a fair share of "community" activities.

These included the recovery of an algerine float and kite drifting among the North Sea oil rigs, attendance at the fishermen's

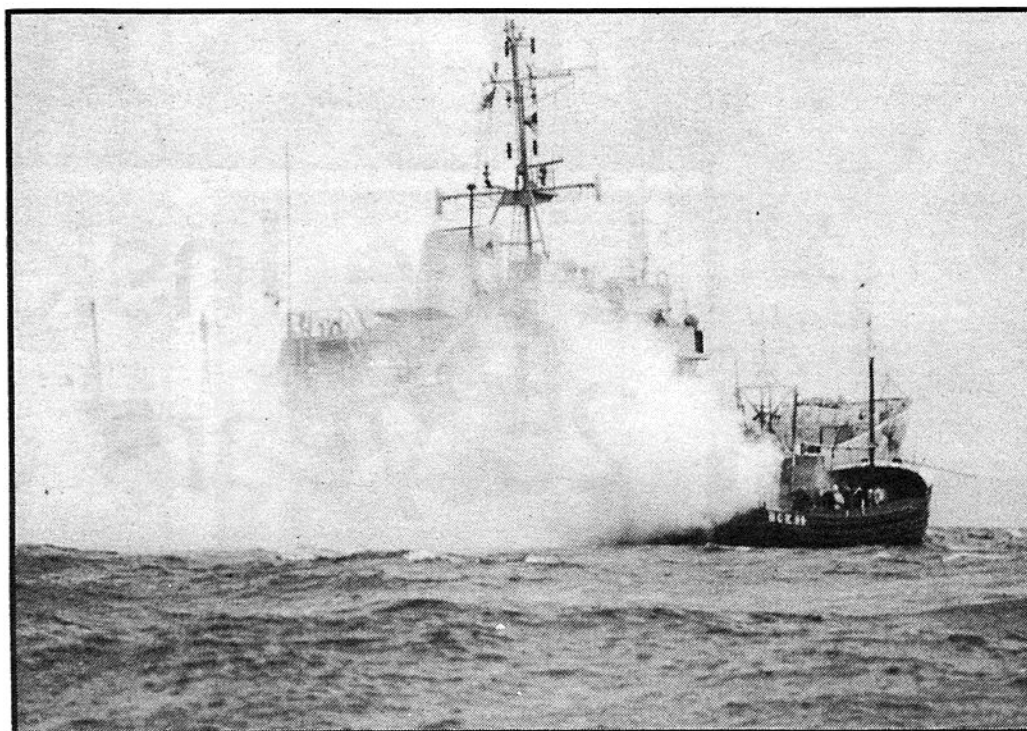
fayre and harvest of the sea festival at Scrabster, monitoring of Soviet ships and firefighting assistance to the fishing vessel Sanboanne.

More than 300 people visited the ship at Scrabster near Thurso on the north coast of Scotland. The following day the local Deep Sea Mission for Fishermen held a church service on board.

The Sanboanne fire provided much excitement, with the Shetland having to retreat from the heat and smoke after fighting the fire for 90 minutes.

At the end of the patrol period the ship took passage to Bristol for a support period, passing en route through the Kyle of Lochalsh and the Sound of Mull.

● Meanwhile five days in



HMS Shetland seems almost engulfed in smoke as she provides firefighting assistance to the fishing vessel Sanboanne.

Amsterdam was a welcome break for the busy Fishery Protection vessels HM ships Guernsey and Alderney.

After visiting the island of Guernsey in May, HMS Guernsey was kept busy in the Irish Sea undertaking many boardings and two search and rescue operations. Two calls were made on the Isle of Man and the ship was visited at sea by members of Bangor Grammar School Combined Cadet Force.

Flying tour for Danae

HMS Danae's links with Chesterfield and Scarborough were strengthened by a series of flying visits involving the ship's Wasp helicopter.

During a few days in June, the ship's commanding officer (Cdr. G. L. D. W. Gough) flew to Scarborough College to call on the affiliated Combined Cadet Force. Already there were Lieut. Nick Yates leading a party of four from the ship's Royal Marines detachment. They were spending four days putting the cadets through their paces.

CHARITY RUN

The helicopter then began a series of whistle-stop visits to three junior schools in the Danae's affiliated town of Chesterfield. Later, in New Square, Cdr. Gough met a party of six runners led by LPT Ginge Gough. They had started a 300-mile sponsored run four days before to raise money for three charities which the ship has adopted.

That evening Cdr. Gough presented trophies to TS Danae, the local Sea Cadet unit. On the following day the Royal Marines provided a Colour Party during the dedication service for the new standard of Chesterfield branch of the Royal Naval Association.

RUM FUNERAL AT PEMBROKE

FINAL DAY of the PO's Mess in HMS Pembroke saw Mess members, led by their president (POWTR Pete King) pay "last respects" by burial of a Pusser's Rum bottle close to the Mess.

Inside the bottle was a PO's tie badge, a request form "to be discharged dead," a copy of the last Mess minutes, and an F MED 14 (in-patient record) which gave a cause of death not really printable in a family and apolitical paper.

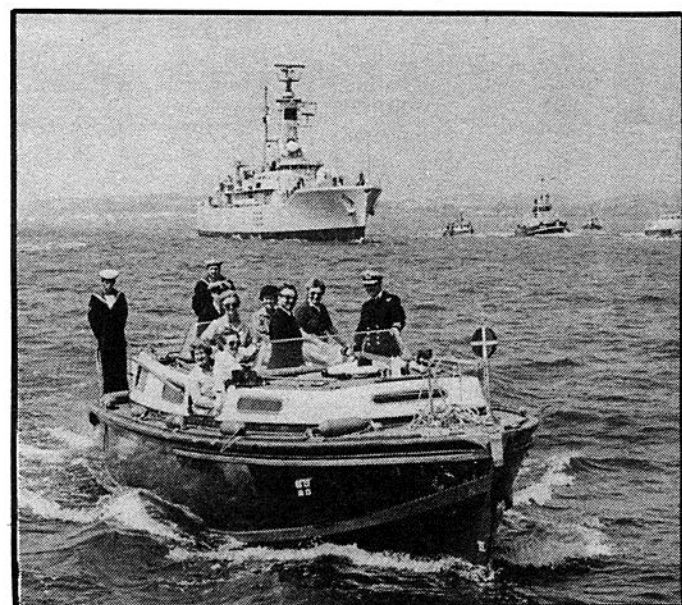
VOLLEY

The lighthearted ceremony was conducted by the Very Irreverend (POMA Doc Norris, and the GI, PO(M) Max Hoyle, fired a volley at the deceased.

After the service, the mourners adjourned to the bar where they attempted to save Naafi the job of de-storing.

12,000 visit Sultan show

THE Steam Rally and Summer Show held at HMS Sultan attracted over 12,000 people and raised approximately £2,000 for the King George's Fund for Sailors and other charities. Next year the show will be held on June 2 and 3.



After more than 400 years the last White Ensign ship sails from Chatham Naval Base which closes next year. As reported in the July edition of Navy News, HMS Hermione left for Devonport after a three-year missile refit. The Flag Officer Medway, Rear-Admiral William Hignins, preceded her to sea in his barge.



Free and easy... Members of the ship's company of HMS Torquay march through the borough of Torbay during the frigate's five-day visit.

Torquay wreckers build up friends

WRECKERS from HMS Torquay helped a children's unit to save more than £1,000 when they set to work on an unwanted schoolroom.

Some of the ship's ROs and WEMs vent their wrath on the small building at Rosehill Children's Trust Unit, Torbay, during the ship's five-day visit to the community in July.

In one afternoon the schoolroom had been reduced to a pile of rubble — and all for nothing in terms of cost.

More help for Rosehill came when LPT Paul and helpers organised a 100-mile relay to raise more than £1,000 for the unit and for the South Devon Disabled Sports Association.

First leg of the relay was run by the ship's commanding officer, Cdr. F. M. Malbon and

among those who took part was a young woman who became a favourite with the sailors by running topless.

Proceeds were presented to the Mayor of Torbay, Cllr. K. H. Selley, at a ship's company dance that night.

The day after the Torquay's arrival on July 6, the Guard and two platoons marched through the borough with bayonets fixed, an honour bestowed on the frigate two years ago.

Torquay Brass Band provided the music for the two-mile march at which the salute was taken by the mayor.

Other events included a day at sea for the mayor, his wife and 40 guests, a cocktail party on board, a children's party given by the PO's Mess and a toga party attended by 500.

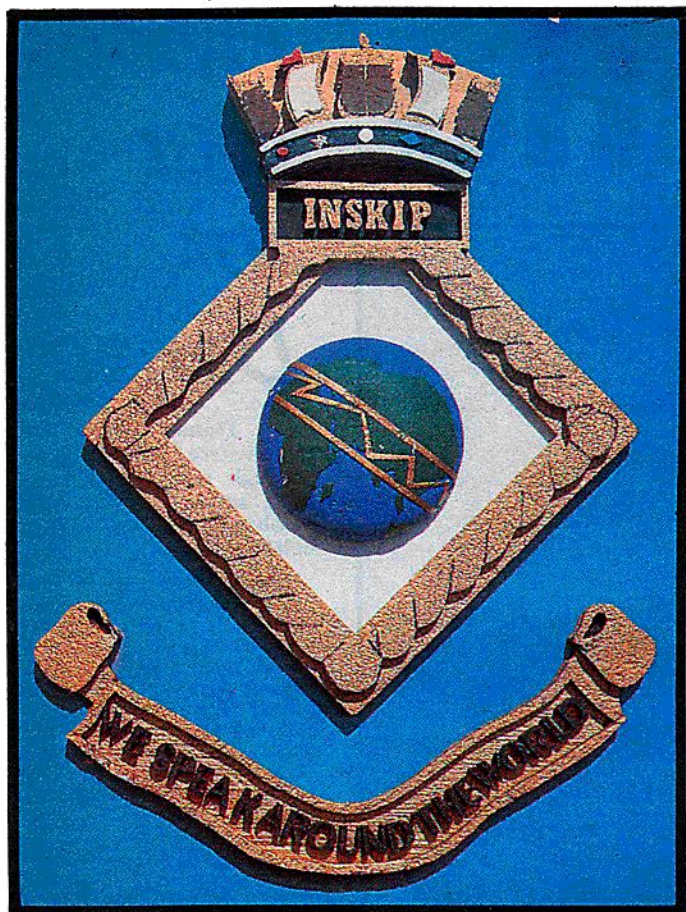
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IT'S A SMALL

Little Inskip's 25 years of globe-shrinking



Friends and neighbours

BESIDES its primary communications role, HMS Inskip makes a point of keeping in touch with the local community.

The establishment works hard to foster good relations in Lancashire and Cumbria, making the public aware of the Royal Navy and its achievements, and encouraging recruitment. Its valuable contribution to community life in the local villages includes provision of sporting and social facilities.

A strong youth club and playgroup are supported by the establishment, while venues for functions are provided by a hangar, converted by self-help into a gymnasium, and an all-rates social club — the Skip Inn.

Marathon match

A number of events were organised by the establishment to mark silver jubilee year. A 24-hour five-a-side sponsored football match realised £700, which went to the Variety Club of Great Britain and the Royal Naval Benevolent Trust.

As a result, seven ratings attended the Variety Club luncheon at Grosvenor House Hotel, London to see the cheque for the amount collected nationally handed over to the Duke of Edinburgh.

At the end of a perfect day ... the Royal Marines Band of the Flag Officer Plymouth plays Ceremonial Sunset in the arena as Inskip's first open day draws to a close. Below, a Sea Harrier draws the crowds at the successful show on July 3.



SMALL in numbers and tucked away from the main centres of naval activity, HMS Inskip manages nevertheless to spread its message far and wide.

"We speak around the world" is the spot-on motto of the Navy's sole shore establishment in the north-west of England and which this year is celebrating a silver anniversary.

It was in 1958 that the role of the establishment changed to communications station and on July 3 this year its gates opened to the public for the first time. The open day attracted 8,000 people and raised £1,500 for naval charities.

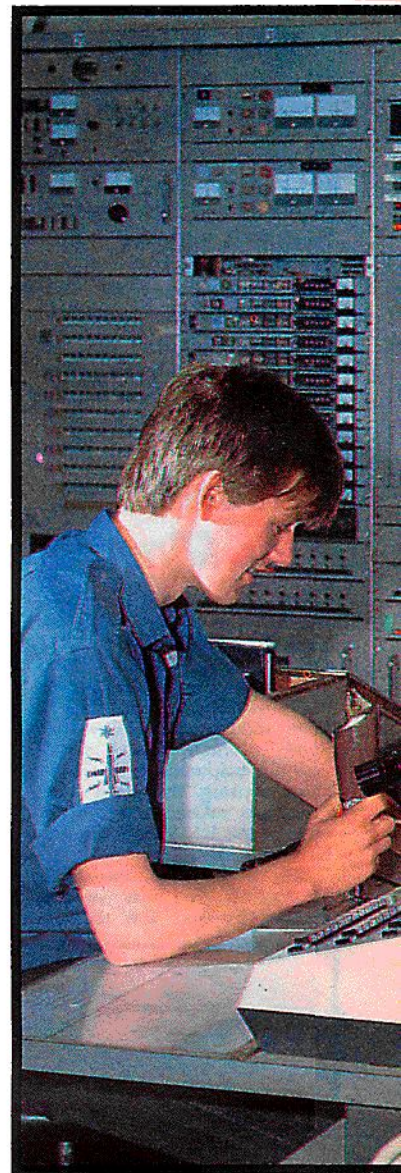
Primary purpose of Inskip is to provide a radio transmitting service for the Royal Navy, the Defence Communications Network and NATO. To meet this exacting role the establishment has two officers, 47 men and 21 civilians.

Modernisation

That small complement has all the support services found in larger establishments and is organised on departmental lines. Some of the heads of department are petty officers, with a leading hand heading the Marine Engineering Department. In this way the establishment offers genuine responsibility and motivation at many levels, being especially attractive to natives of the North of England.

The welcome for the public on open day marked the silver jubilee of Inskip's operational transmissions world-wide. During that 25 years the aerials and the equipment in the transmitter building have been updated by several modernisation programmes. Another programme of replacement is due to take place over the next five years, and there is ample room for increasing the facilities to meet any further needs.

Visitors at the open day were able to see the 35 high frequency transmitters, many of which provide communications to the Fleet.



Check-up in the control room

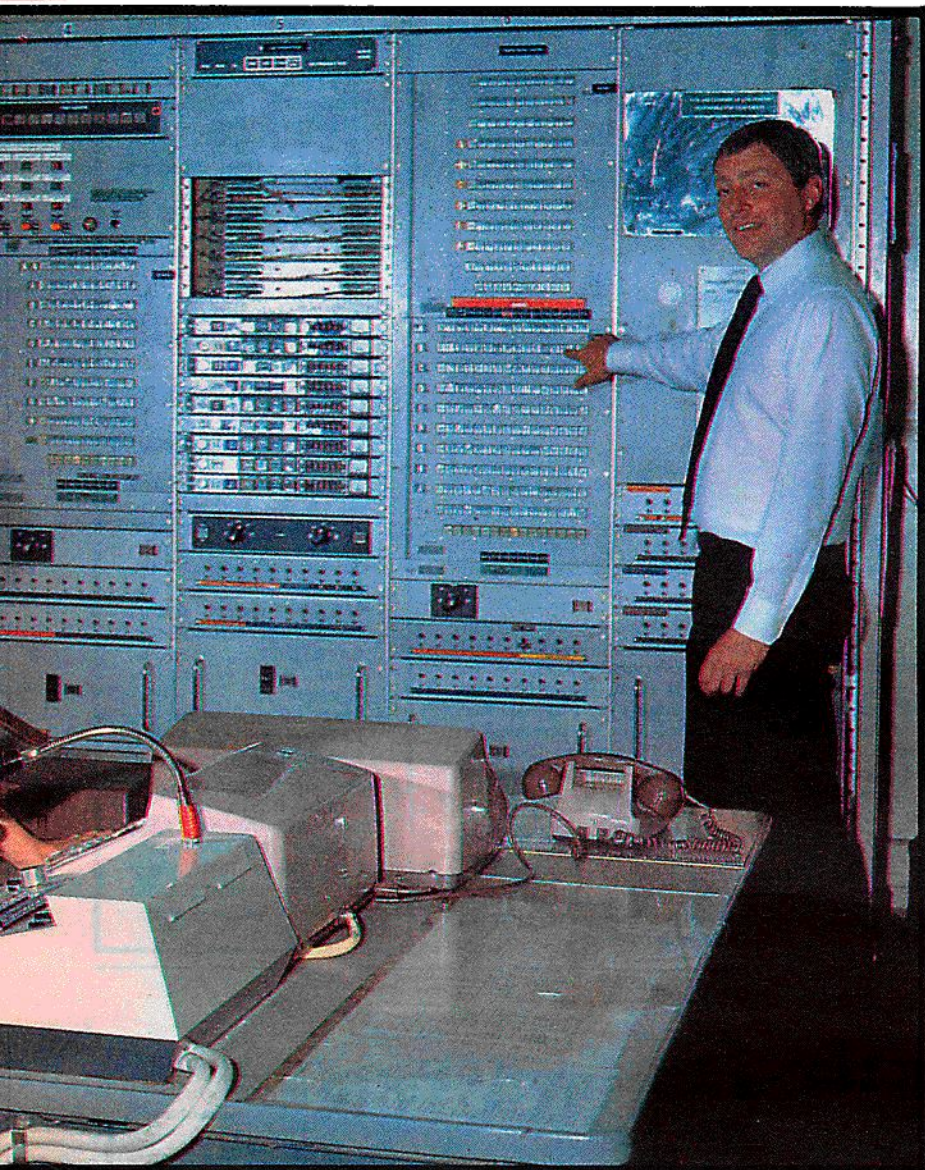
On display too was some of the test equipment needed to maintain the transmitters.

Normally electricity from the national grid operates the equipment but Inskip has three large diesel generators as a standby power source.

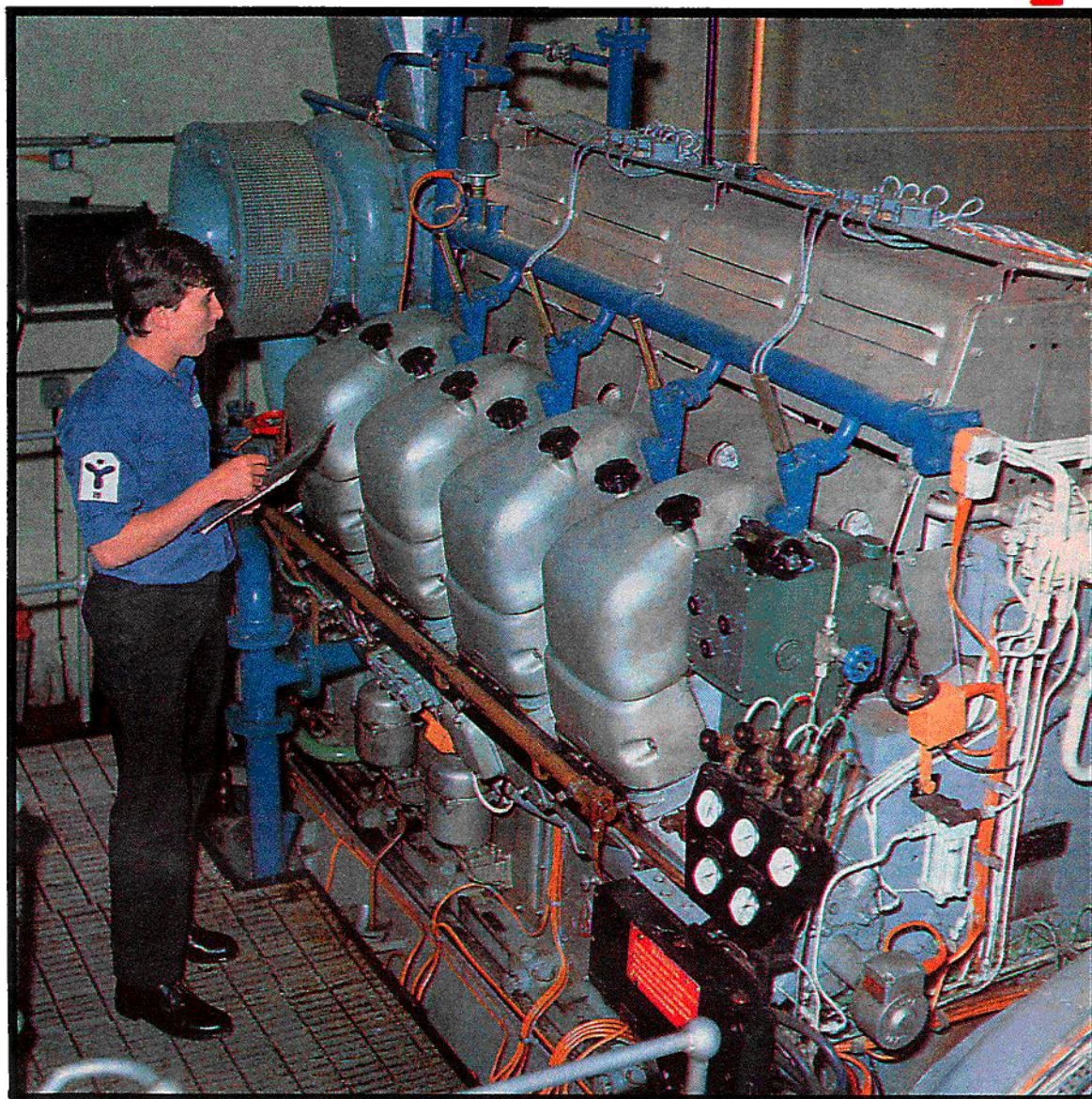
Attractions for the public included a Sea Harrier; the Royal Marines Band of Flag Officer Plymouth; a field gun competition by the Volunteer Cadet Corps from HMS Dolphin and HMS Sultan; a band display; a dinghy race and hornpipe dance by Sea Cadets from Fleetwood, Blackpool, Lytham and Preston; and aerobics by a Sea Force from the Historic Flight, RN air station, Yeovilton.

Last event to mark the silver jubilee was

ALL WORLD!



Room of HMS Inskip — by CWEM(R) Bill Shaw and WEM(R) Andy Pilkington.



A job with power . . . MEM(M) Mick Pearson takes readings on one of the establishment's three 1mW emergency diesel generators.

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be a dinner on September 1 for past commanding officers and engineer officers and for all system engineers in shore telecommunications, with their guests.

Falklands

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The establishment was heavily involved in providing broadcasts to the Falklands Task Force, when nearly every piece of equipment was needed to fulfil requirements as well as to provide communications for the rest of the "customers."

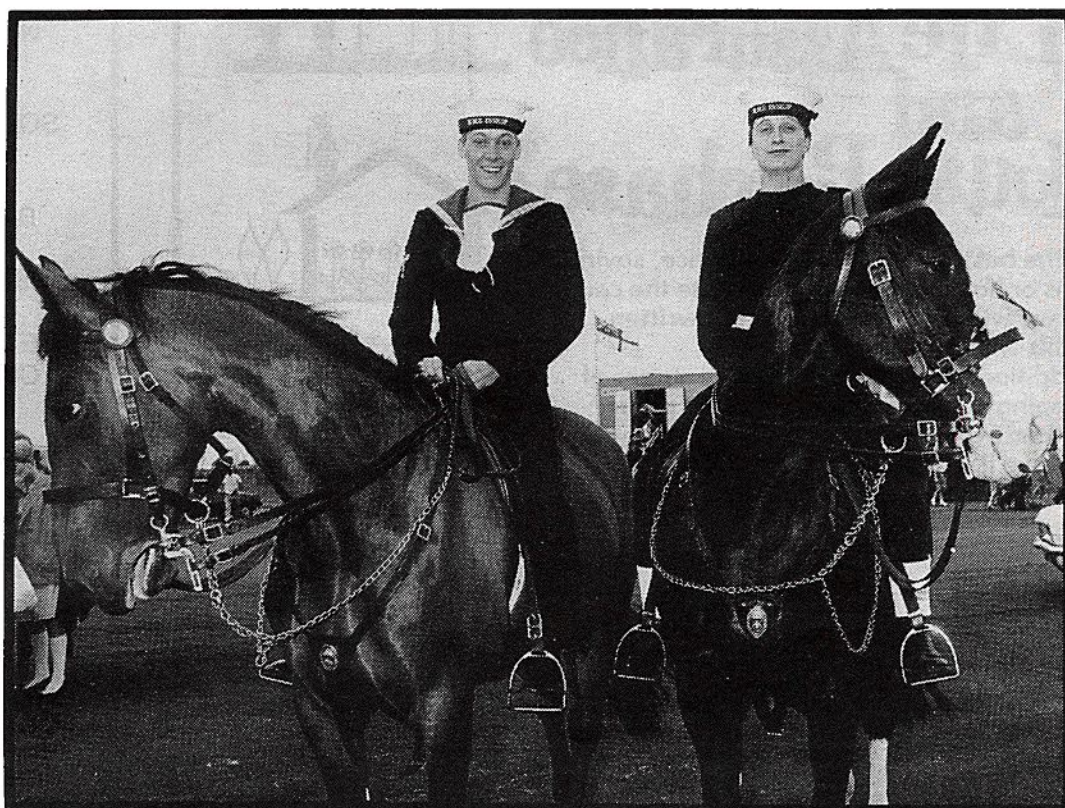
The widely-accepted excellence of communications from Inskip at that time was due in no small part to the professionalism and dedication of maintenance and watchkeeping staff, qualities recognised in a

number of awards from the Herbert Lott Trust Fund.

Apart from the technical modernisation programme due to be completed in 1988, plans have been submitted for major rebuilding of supporting facilities to replace services housed in hangars and Nissen huts.

Those old buildings date from the time when the establishment was the naval air station HMS Nightjar. In fact, the control tower is used as an overspill accommodation block.

The establishment takes its name from the village of Inskip, in the Fylde area of Lancashire, and is about ten miles north of Preston. It covers about 600 acres, with much of the ground leased to seven tenant farmers for grazing cattle and sheep.



Sailors with horse sense

THESE two Inskip sailors were really saddled during the establishment's open day . . . but there were no complaints from MEM Michael Beasley (left) and MEM Michael Pearson. The presence of a team from Lancashire Constabulary gave the two Michaels — both from nearby Preston — the chance to give full rein to their horse sense.

STAND BY FOR TAKE-OFF ON BANK HOLIDAY WEEKEND

Navy Days get a lift from the carriers

AFTER last year's relatively low-key post-Falklands open days in Portsmouth and Plymouth, the traditional Navy Days return to the ports in a big way over the Bank Holiday weekend, August 27, 28 and 29.

All three aircraft carriers currently in service are expected to be on show.

In Portsmouth, Falklands flagship HMS Hermes will be joined by her South Atlantic comrade-in-arms, HMS Invincible.

Balloon

Meanwhile, star of the Plymouth show will be HMS Illustrious, which is hoping to get into the Guinness Book of Records with the launch from her flight deck of the Post Office hot-air balloon.

It would be the first time such a balloon has taken off from a carrier in UK waters — although it has been done in the Mediterranean — and it would mean three forms of vertical take-off from the Illustrious, the other two being by Sea Harrier and helicopter.

NO BOVVER WITH THIS HOVER...

Mind if I take a dip? A Sea King helicopter of 820 Naval Air Squadron from HMS Illustrious in the hover near a Soviet Juliet-class submarine. The Illustrious takes star billing at this year's Plymouth Navy Days.

Picture: LA(Phot) Ric Burch

Other Falklands veterans will be "on parade" in the dockyards. Portsmouth plans to have the nuclear-powered submarine Courageous, the assault ship Fearless, and the destroyers Glamorgan, Antrim and Exeter. Plymouth's line-up includes

HMS Penelope, the nuclear-powered submarine Sceptre, the destroyer Liverpool and a number of Leander-class frigates.

With the promise of "the biggest and busiest show we have ever had," Plymouth will augment its array of warships

with the usual air, river, lawn, diving and band displays as well as exhibition hall attractions.

Among the eye-catching features of the Portsmouth event are the music and displays in the Victory Arena — the former being provided by various cadet bands, including that of TS Glorious, winners of the NTC National Band Competition, and of course the Royal Marines Band of CINCPACVHOM, which will perform daily at 3 p.m. and Beat Retreat at 5.30.

Other displays include many from local naval establishments as well as contributions from the Fleet Air Arm, Royal Marines, and Hampshire Fire Service. Boat trips will be provided by four RNXXS vessels (50p and 25p) and an RMAS tug (on an opportunity basis).

● All Navy Days profits go to naval charities. Details of ships and programme were correct at the time of going to press but are subject to change due to operational requirements.

Portsmouth

Ships and submarines open to the public: Invincible, Hermes, Courageous, Otter, Gold Rover, Londonderry, Maxton. **Limited access:** Glamorgan, Tartar, Exeter, Fearless, Antrim.

Ships in dockyard area, not open to public: Britannia, Appleleaf, Cardiff, Diomed, Endurance, Gurkha, Lowestoft, Manchester, Nottingham, Zulu, Bossington, Hubberston, Nurton, Wilton.

Opening times: 10.30 a.m. to 5.30 p.m.

Admission: Pedestrians (by Victory Gate) 80p, children 30p. Cars (by East Gate) £3. Coaches (by Unicorn Gate) £25.

Plymouth

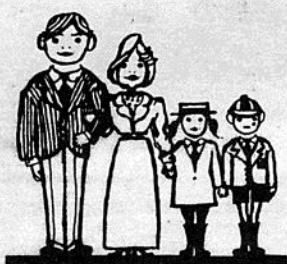
Ships and submarines open to the public: Illustrious, Black Rover, Ajax, Penelope, Ariadne, Sceptre, Otus, Beagle, Bulldog, Fox. **Upper deck only:** Leander, Cleopatra, Liverpool, Sirius, Brazen, Hecate, Avenger.

River trips: Milbrook, Manly, Mentor, Echo, Egeria, Enterprise.

Opening times: 10.15 a.m. to 5 p.m.

Admission: Adults £1.50, children 75p including everything throughout the day except boat trips. Car parking free.

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Portsea parade in strength

AFTER only six months in existence, Portsea branch paraded in strength for the dedication of its standard in St George's Church, Portsea, on June 26. The service was followed by a celebration in the PO's Mess, HMS Nelson.

Cdr. M. J. Jones, executive officer of HMS Nelson, took the salute and the Royal Marines Light Infantry Marching Band led the parade.

The branch already has a membership of 130, including active service ratings, and meets on the second and last Tuesday of each month at the Royal Sailors' Home Club, Queen Street.

It has been a busy time for Liverpool. Having entertained 12 members of the RN Newfoundland Veterans' Association, they were involved in the ceremonies and entertainment which followed the granting of the Freedom of the City of Liverpool to HMS Liverpool, various branches entertaining members of the ship's company.

Thetis

On June 12, 50 members travelled to Holyhead, Anglesey, to attend the memorial service for HM Submarine Thetis. A wreath was laid on behalf of the branch by Shipmate T. Ward, the branch vice-chairman. Members were then entertained by Holyhead and Deeside branches.

Since then there have been visits to the branch by members of the Royal Canadian Navy Chiefs' and POs' Association and by members of Macclesfield branch.

A member who spent a holiday in Canada reports that a cordial welcome awaits any member visiting the Naval Club in Toronto.

Vice-Admiral Sir John Cox, Flag Officer Naval Air Command, took the salute at a parade following the dedication of Huntingdon branch standard attended by 300 shipmates and guests.

After the service in St Mary's Church, conducted by the Bishop Suffragan of Huntingdon, 22 standards led by the Ely Military Band paraded through the town. There was a reception afterwards and, to mark the occasion, a buffet dance that night.

"A very good day" was the

AROUND THE BRANCHES

verdict of shipmates of Sittingbourne who attended No. 2 Area rally. Highlight for them was the win by their own Shipmate Bob Scollick of the Area standard bearers' competition, which means that Bob retains the cup for a further two years.

Congratulations

Sittingbourne members send their thanks to the organisers and to those responsible for the enjoyable dance that evening. Their congratulations go to Shipmates Harry Cowell and Jed Cook, runners-up in the Area competition, and to Shipmates Ron Smith, Alan Robinson and Ken Richmond, winners in the open event.

Members of Bridlington branch took an active part in the Combined Ex-Services weekend held there from May 20 to 22. It was also attended by shipmates from Kendal, Castleford, Bradford, Worksop, Denton, Newton and Manchester branches.

It opened with a reception followed by conference next day, then a civic ball followed on Sunday by a church service and parade of 500 veterans.

Details of next year's ex-services weekend can be obtained from Capt. R. Wigley, 3 Sandsacre Avenue, Bridlington, YO16 5VW.

Anniversary

Shipmates of Cardiff push the boat out on August 20 at a dinner to mark the 30th anniversary of their commissioning. During the visit to the city by HMS Antrim, they hosted a disco and dance for 650 at Nero's Cabaret Club for members of the ship's company.

Cambridge shipmates had a chance to catch up on the high standards of technology in the modern Navy during a visit to HMS Invincible at Portsmouth — a memorable occasion for all.

Guest of honour at Newton Abbot dinner-dance, attended by 90 members and guests, was the Mayor of Newton Abbot,

Mrs. Pat Pilkington. Catering was by the ladies committee.

Shipmates of Yeovil attended an illustrated talk by Shipmate Dennis Cavanagh on the uses made of money raised on behalf of the Yeovil Hospital League of Friends, which the branch supports.

A challenge was accepted to "thrash" Sherborne branch at skittles and plans are under way for the Trafalgar Night dinner and a trip to HMS Dolphin.



TOM CALLS TUNE

FIRST WORLD WAR veteran Shipmate Tom Jewell, of Hanworth branch, hit the high notes at a party in his honour attended by members of the ship's company of HMS Nottingham.

Tom, aged 90, is one of the few survivors of the previous Nottingham, torpedoed after the Battle of Jutland. As he could not travel to Portsmouth to see the present ship, the party was arranged by branch colleague

Shipmate George Drewett so that he could meet some of the men from the Type 42 destroyer.

Tom's joy is abundantly evident in this picture as he is serenaded by children of Echford Middle School, Ashford, Kent, next door to his home. Representing HMS Nottingham are left to right, Lieut. Pollard, LS Andrew Thompson, STD David Kornjaca, and Lieut.-Cdr. Nigel Usher.

ON THE UP AND UP!

RNA STATUS GROWS

THE growing status of the Royal Naval Association, referred to at conference by the President, Vice-Admiral Sir Ernie Pope, is reflected in the Association's 1982 report and accounts showing a record £74,654 given to charity. The 1981 total was £45,051.

The growth in money is coupled with a growth in full and associate membership. The total at the end of 1982 was 45,561 — double that of 1977 and treble the 1972 figure.

Credit for these achievements is due in no small measure to individual shipmates and branches, whose efforts raised £58,168 of the £74,654 raised for charity.

It is shared too by Headquarters, who have established a positive role for the Association, not only as a Navy pressure group but as a valuable shore support, as shown during the Falklands campaign.

While status cannot be

measured in terms of cash alone, the fund-raising activities of branches provided £16,191 for the South Atlantic Fund, £14,052 for local charities, £3,693 for the Sea Cadet Association and units and £3,104 for King George's Fund for Sailors, to mention but a few.

In addition, contributions from branches to the Association's Central Charities Fund provided £7,000 to the South Atlantic Fund, £5,000 to the Royal Alfred Seafarers Society, £3,000 to the Hospital of Sir John Hawkins, Chatham and £1,000 to the Royal Naval Benevolent Trust, in recog-

nition of its help to members and all naval ratings.

The Association was especially pleased to receive two separate donations, totalling £12,000, from the Baltic Exchange, in recognition of achievements during the Falklands campaign.

A separate Baltic Fund has been set up within the Central Charities Fund to make smaller grants to organisations in need which qualify under the Royal Charter. It will also assist members in distress when branches are unable to obtain help from other sources.

The Association's growing status depends on an influx of new members. A drive to recruit more serving members of the Navy was launched early this year.

When the Fleet was threatened last year by defence cuts the voice of protest raised by the Association echoed up and down the land as members lobbied their MPs.

The more members, the stronger this voice — and the more financial help available for naval charities.

DOUBLE SUCCESS

SHIPMATE Jim Wilcock, national council member No 11 Area, his wife, Joyce and Shipmate Bill Skilling of Hanworth, organised two successful reunions attended by members of the RNA.

Jim and Joyce, who met at HMS Cabbala 39 years ago, organised the first reunion of ex-Cabbalas who served in the wartime shore signals training centre, now Lowton Civic Centre in Lancashire.

Over 100 ex-Cabbalas witnessed the unveiling of a plaque in the Civic Centre in honour of HMS Cabbala. The ceremony was performed by former WRNS Superintendent Joan Cole who served as a PO Wren in Cabbala during the Second World War.

Another great lamp-swinging occasion was the first reunion of survivors of the 5th and 14th destroyer flotilla — the J's and K's — organised by Shipmate Bill Skilling and held at Hanworth branch.

Over 150 survivors and their wives attended, including a vice-president of the Association, Shipmate Alf Wootton, and his wife, Alice. During the evening presentations were made including a "Survivor's tot" to Shipmate E. Turner. After HMS Kipling was sunk he was rescued by HMS Jervis but the rum had run out when he was picked up.

OBITUARY

Shipmate J. M. Towle, chairman Hazel Grove, June 3.

Shipmate Thomas Wildig, Deeside, May.

Shipmate Norman Braybrook, Market Harborough, June 20, aged 60.

Shipmate Layton Mayne, former standard bearer, Dartford, June 24, aged 67.

Shipmate George Webber, Rhyl, July 3.

Shipmate Bob Ferguson, Portsea, aged 61.

Shipmate Bill Creighton, life member and former chairman Lowton, June 21.

Shipmate Thomas (Tommy) Hughes, former chairman and life member RNA Club, Llandudno, April 16, aged 63.

RNA Embroidered Sweaters
No setup costs. No minimum order.
No waiting. Six-colour badge.

Details and sample from

ENSIGN MOTIFS (NN1)

Kilcreggan, Scotland. Also SOCA, Dolphins, R.N. Flag, R. Marines.



Bingo! This print of Robert Taylor's painting "South Atlantic Force" was presented to Chester RNA Club, where it now occupies a place of honour, by ex-naval man Mr Brian Fisher (left), house manager of the Top Rank Bingo Hall, Chester. Happy to accept are club chairman Shipmate R. George (right) and Shipmate T. Hinde, treasurer.

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WHERE AND WHAT

happened in the Royal Sailors Home Club in May 1983

Date	Event	Whom
May 1	Christening Party for 40	L/Rate
May 14	Wedding Reception and Disco for 150	Able Rate
May 14	Meal — Underprivileged Kids 40	INVINCIBLE
May 19	Thrash for 70	ALACRITY
May 24	Senior Rates Mess Dinner with HoDs 50	ARIADNE
May 25	Coventry 1982 Re-union 250	Ex-Coventry

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How SBS got into a scrape at San Carlos

THREE WEEKS before the British established their beachhead at San Carlos on May 21 last year a four-man team from the Royal Marines' elite and clandestine Special Boat Squadron was flown ashore from HMS Hermes to reconnoitre possible landing sites.

It was an operation vital to the success of the British re-taking of the Falklands but a pure coincidence almost blew the SBS cover — literally!

Having chosen a suitable site overlooking Ajax Bay and San Carlos the team had dug themselves into "scrapes" covered by chicken wire, hessian and turfs. The top dressing was renewed each day (thus earning the team the nickname "The Interflora Squad" from their comrades back in Hermes).

It was some time before an Argentine helicopter, the pilot apparently lost, chanced to hover over the sergeant's scrape, the down-draught ruffling the cover of chicken wire and beginning to break up the turfs and tear off the hessian.

SAVED

Then, just as it seemed inevitable that the SBS hideout would be discovered, the helicopter departed — and the British landing plan was saved. An incident from an Alastair Maclean adventure yarn — or the real thing?

James D. Ladd tells the story as fact (and there is no reason to suppose otherwise) in the fascinating South Atlantic section of "SBS — The Invisible Raiders", a history of the Special Boat Squadron from the Second World War to the present, published by Arms and Armour Press (price £10.95).

But how can Mr. Ladd fill a 283-page book with such intrigu-

ing detail about a group of shadowy men whose history is "a closed book" and to whom secrecy and anonymity are a way of life (Motto: "By guile not strength")?

The answer appears to be that this former Royal Marine, who has made the history of amphibious warfare his speciality, has used his expertise, knowledge and skill to piece together a jigsaw of fact using snatches of information blended with intelligent deduction.

He has gleaned enough solid detail and colour ("the sergeant, in his 'secret weapons of long Johns and Marks & Spencer polo-necked jersey'") to leave the reader with the feeling that this is as definitive a history of the SBS as he will ever be allowed to read.

Many other instances of SBS infiltration, sabotage, attempted

sabotage and deception are recorded (such as the damaged inflatable marked "HMS Hermes" left floating off the aptly-named Bluff Cove).

And Mr. Ladd rounds off his South Atlantic chapter by telling us that in the post-Falklands honours the SBS was awarded an OBE, an MBE, an MM to the "Interflora" sergeant, another MM and 12 Mentions in Despatches.

POOR COUSIN

Until the events of 1982 those members of the general public aware of the existence of the SBS at all must have viewed it as the poor cousin of the SAS (as, in terms of quality of equipment, it was). But thanks to those crisis months, and now to Mr. Ladd we are a little more aware of our debts to these amphibious daredevils.

BOOKS IN BRIEF

DID YOU KNOW that the Soviet Navy has more ships than any other, that the US Navy has greater tonnage overall, and that NATO and Warsaw Pact together deploy about 70 per cent. of the world's submarines and major surface warships? Or that there are more than 18,000,000 full-time soldiers in the world's armies?

These and other military facts are presented in a most colourful visual format in "The War Atlas" by Michael Kidron and Dan Smith, published by Pan Books in softback at £5.95 and in hardback by Heinemann Educational Books at £9.50.

In a section on the reliability of the word's armed forces, the military of both USA and USSR

rate as only "probably reliable." The authors see the United Kingdom as "reliable" and, on the same scale, Uganda, Ghana, Haiti, Bolivia and Afghanistan as "utterly unreliable."

Nostalgia for the days of steam is not confined to our railways. "Steam on Canals" by C. P. and C. R. Weaver, published by David and Charles (Publishers) Ltd. (price £6.95), takes a look in words and pictures at the steam-powered craft that plied Britain's canals, rivers and lakes from early last century to the middle of this one.

Also published by David and Charles is "Start the Race" by Jeff Toghil and Tony Hill (price £3.50), a guide for the average,



SOVIET sailors run to action stations on board the aircraft carrier Kiev in a picture which gives an excellent view of the electronics on the inboard side of the island superstructure. This is one of many illustrations reproduced in "Soviet Warships," a detailed new study by John Jordan of Russia's major surface units since 1960.

The USSR's blue water fleet is in being to defend the territorial integrity of the Soviet Union, not to win control of the seas, says the author. He traces the evolution, role and vital statistics of every major class since the Kynda rocket cruiser. Published by Arms and Armour Press (price £12.95).

BOOKS

Handsome treatment of ships' history

TWO superbly-produced volumes are among this month's arrivals on the bookshelf.

"The Complete Encyclopaedia of Battleships and Battle Cruisers," by Tony Gibbons, published by Salamander (price £11.95) is a technical directory of all the world's capital ships since 1860.

What makes the book specially fascinating is that the author has painted a representative of every class of battleship in immaculate detail, the majority in full colour.

Thirty-nine of the most significant ships are assigned a double-page spread each, being shown in profile, plan and front view.

REVISED EDITION

Peter Kemp's "The History of Ships," sweeping over 5,000 years of man's struggle for mastery of the oceans, was well received five years ago, and is now available in a revised edition, published by Orbis (price £12.50).

Another 32 pages have been added to bring the story up to date, including the lessons of the Falklands war.

This is another handsome volume, with more than 270 magnificent colour photographs.

Rules of the Road flouted

"COLLISIONS and their Causes", by Capt. Richard Cahill, available from Fairplay Publications, 51/52 Southwark Street, London SE1 1UJ (price £12) is aimed at the young officer starting a career at sea. The author says many collisions occur because the Rules of the Road are ignored or flouted.

Blandford's list of diaries which help to explain the times in which they were written. This one price £4.95) is the 1914-15 diary of the Battle of the Falklands and its aftermath, by Surg.-Lieut. T. B. Dixon, RNVR.

"Jane's Merchant Shipping Review," edited by A. J. Ambrose (price £8.95), is an addition to the famous publishing house's array of reference books, and includes a maritime chronology of events in 1982, and a special section on merchant ships in the Falklands war.

"United States Navy Destroyers of World War II," by John C. Reilly, published by Blandford (price £8.95). A con-

cise illustrated history based on many years of research by a writer who is on the staff of the US Naval Historical Centre.

"The Knot Book," by Geoffrey Budworth, published by Paperfronts (price 85p). A very modest price for a book by a lifetime enthusiast in the art, who is Knotting Consultant to the National Maritime Museum and has won many prizes for decorative knotting.

Former submariner Antony Melville-Ross draws on his considerable war-time experience for his second submarine novel, "Talon," published by Collins (£7.95). Many of the characters established in his first thriller, "Trigger," reappear in this new story of men at war.

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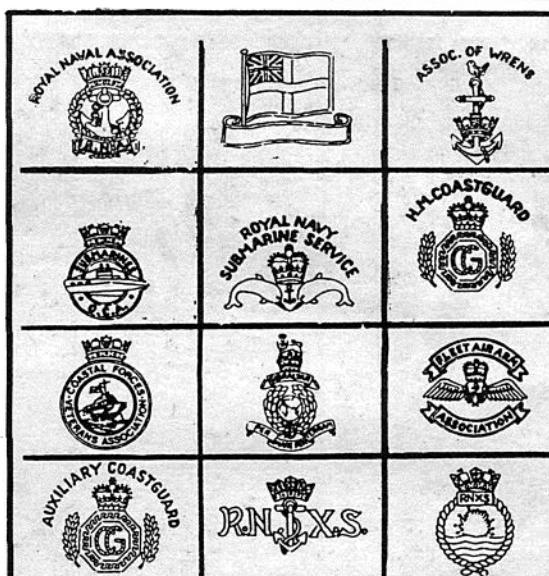
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From pigeons to elephants, man has made use of them in battle, and the cold record of suffering and carnage is far removed from the "mascot" image of Jack taking little kitty on board ship inside his blouse.

In essence this is a horror story — a moving account by authoress Jilly Cooper who herself (and not surprisingly) got rather carried away by the sordid facts of her research.

For instance, "on a poignant note" she describes how the Russians in the Second World War had "suicide dogs" — little mongrels with bombs strapped on their backs who were trained to dash under oncoming Nazi tanks and crouch there until blown into eternity.

More cheer is to be found in details of mascots among the three Services, illustrating the bond which has often existed between fighting men and their companions.

"Animals at War" has been published by Heinemann (price £6.95) in association with the Imperial War Museum to coincide with a major exhibition of

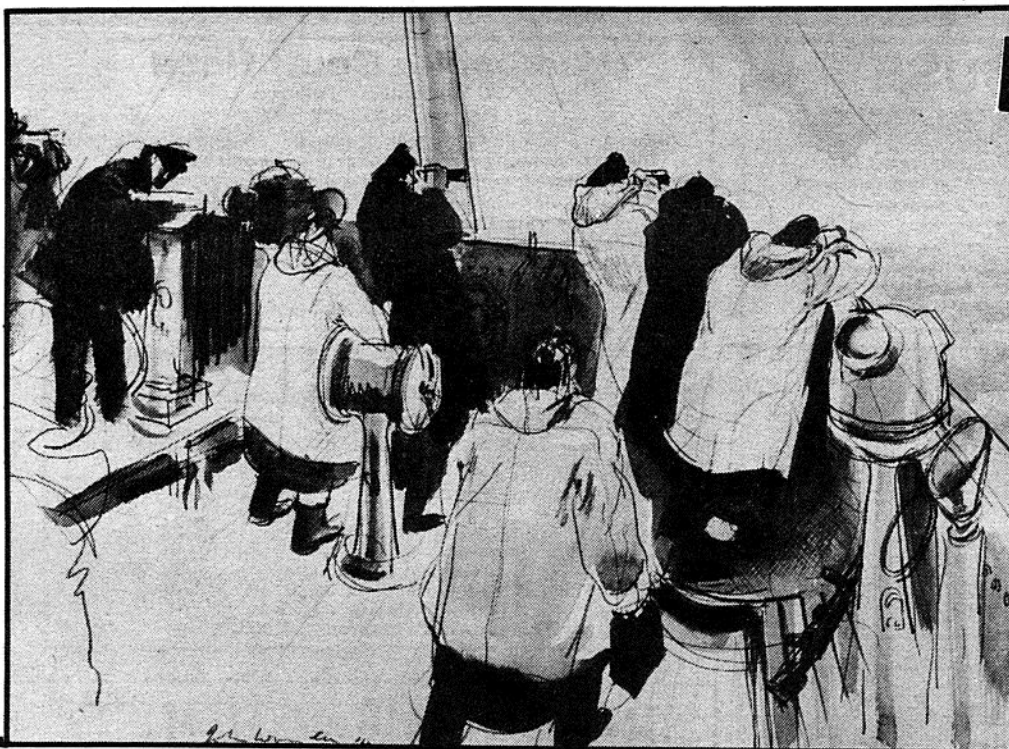
THIS sketch — "Smoke on the Horizon" — by John Worsley, the only serving sailor to transfer from active service to the status of war artist, is reproduced in "Colours of War," an appraisal of British war artists of the 1939-45 conflict by Alan Ross, published by Jonathan Cape (price £12.50).

Worsley got so close to the action that he was eventually captured by the Germans and spent the rest of the war drawing inside a POW camp.

The book's title is somewhat misleading. Most of the 150 or so works which appear in it are reproduced in black and white, losing much of the

impact for which they were presumably chosen in the first place.

A pity, because there is much to admire in Mr. Ross's study of the unique band of artists who worked during the Second World War under the auspices of the War Artists Advisory Committee.



the same title, being held until February 25 next year.

Exhibits have come from many countries, items on display including the head of Tirpitz, a pig from the German cruiser Dresden who was saved from drowning by a British sailor; a paw print and carving of Judy, the only dog to be officially registered as a prisoner of war; and a portrait of Simon, the ship's cat of HMS Amethyst.

Forgotten corvettes

THE LIVES and times of the 56 Australian-built corvettes commissioned for service in the Royal Australian Navy during the Second World War are recorded in "The Corvettes, Forgotten Ships of the RAN," written by Iris Nesdale and

published by her in association with the RAN Corvette Association.

Available in Britain from Mainmast Books, Saxmundham, Suffolk, IP17 1HZ (price £14.50 plus £1.30 pp), the book is a fascinating record of incident woven into a general history of little ships which saw an awful lot of action.

It tells of HMAS Pirie's so-called mutiny and her subsequent role at the Japanese surrender in Tokyo Bay; of HMAS Junee's joyous and awful task of recovering dreadfully maltreated Australian prisoners from Indonesian islands; and of a thousand and one other memories of these little ships at war.

BOOKS

WAR LOG OF THE VINDEX

MANY a sailor fighting for his life in the convoy battles of the Second World War has reason to thank his lucky stars for the rather disparagingly-named Woolworth carriers — the small escort carriers which provided highly effective air cover in the latter half of the war.

Most were built in America under lend-lease, but some were converted British merchant ships. One of the most notable vessels of the latter kind was HMS Vindex, which with her famous 825 Squadron is the subject of "Escort Carrier — HMS Vindex at War" by Kenneth Poolman.

BLOW BY BLOW

It is a well illustrated, blow-by-blow account of the ship's two-year career in Royal Navy service — her achievements, disappointments, tragedies and victories while providing an umbrella for Atlantic and Arctic convoys.

Although obsolete by 1943, the Swordfish was the mainstay of the ship's strength for much of the time and the brave men who flew the Stringbags operated day and night, attacking U-boats in gales, thick fog and darkness.

Painstakingly researched and including many a "by the way" story, "Escort Carrier" is published by Martin Secker and Warburg. It is not to be confused with "Escort Carrier 1941-45" by the same author and published in 1972.

RECORD REVIEW

THE FALKLANDS have a particular significance on two recently-issued Royal Marines band LPs, one recorded in the Royal Albert Hall and the other in Hereford Cathedral.

For the 1983 Mountbatten concerts in London the Massed Bands of the Royal Marines included the lively quick march "San Carlos," in addition to the television theme "Warship" and a finale of "Rule Britannia" and "Land of Hope and Glory."

The other side starts with the fanfare "Princess of Wales" and includes a nautical descriptive piece "Padstow Lifeboat."

Records of earlier RM concerts at the Royal Albert Hall are also available. The full list is: 1979 concert (RMA 1001), £3; 1980 (RMA 1002), £4; 1981 (RMA 1003), £4.25; 1982

(RMA 1004), £4.25; 1983 (RMA 1005), £4.25. In each case, 75p per record should be added for post and packing (UK).

Cassettes of 1004 and 1005 are also available (£4.75 plus 25p p. & p.).

A complete set, including p. & p., is available for £20. (State whether 1004 and 1005 is required as record or cassette).

Orders should go to RMA Records, General Sec., RMA Central Office, RM Eastney, Southsea, Hants, PO4 9PP. Cheques and postal orders payable to "Royal Marines Association."

The Hereford Cathedral recording is entitled "Tribute to the Task Force" and taking part are the Royal Marines Band of the Flag Officer Plymouth and

the English Association of Male Voice Choirs. Included are "Commando General," a symphonic scenario "Victory at Sea," "Finlandia" by Sibelius, Psalm 23, the hymn "Eternal Father," and "Land of Hope and Glory."

It is available on record and cassette at £4.99, plus 51p postage for the record and 21p for the cassette. Orders should go to Insp. B. Williams, West Mercia Police HQ (Traffic Division), Hindlip Hall, Worcester WR3 8SP. Cheques payable to Hereford Police Choir (SAS). Proceeds will go to RN and RM Welfare funds.

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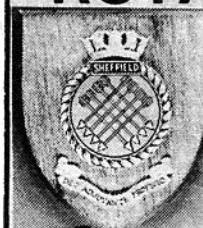
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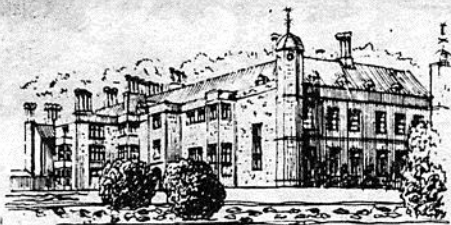
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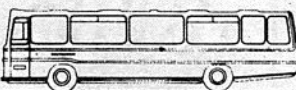
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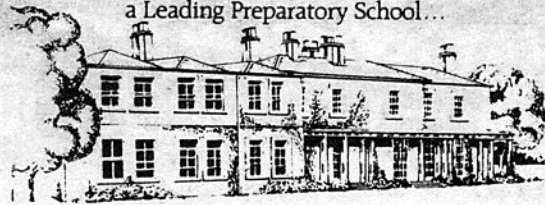
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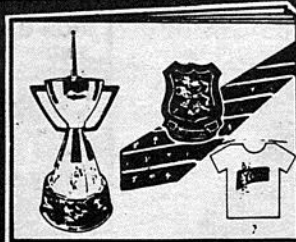
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Terry spurs Antrim

THE SHIP'S company of HMS Antrim had an added incentive for raising £2,000 for the Guide Dogs for the Blind Association, a charity they have long supported.

The money will ensure there is a guide dog available for CPO Terry Bullingham when he needs one. Terry was blinded in action while serving as a member of Antrim's Flight during the Falklands war. He now works at the Fleet Air Arm Museum, Yeovilton.

HELPING HANDS

David Brown, and Mrs. Brown, in the grounds of Admiralty House, Mount Wise, was enjoyed by about 130 disabled people from the Plymouth area. Naval personnel and their wives helped to look after the guests who were treated to a display by the First Raiding Squadron Royal Marines and a feast of music by the band of the Royal Marines FO Plymouth.

Six ratings from HMS Bristol took to the road to raise cash for the HMS Bristol children's ward of Charing Cross Hospital. The ship adopted the ward in 1976.

Cycling from Portsmouth to the hospital they covered the 75 miles in just over eight hours, an effort expected to raise more than £500.

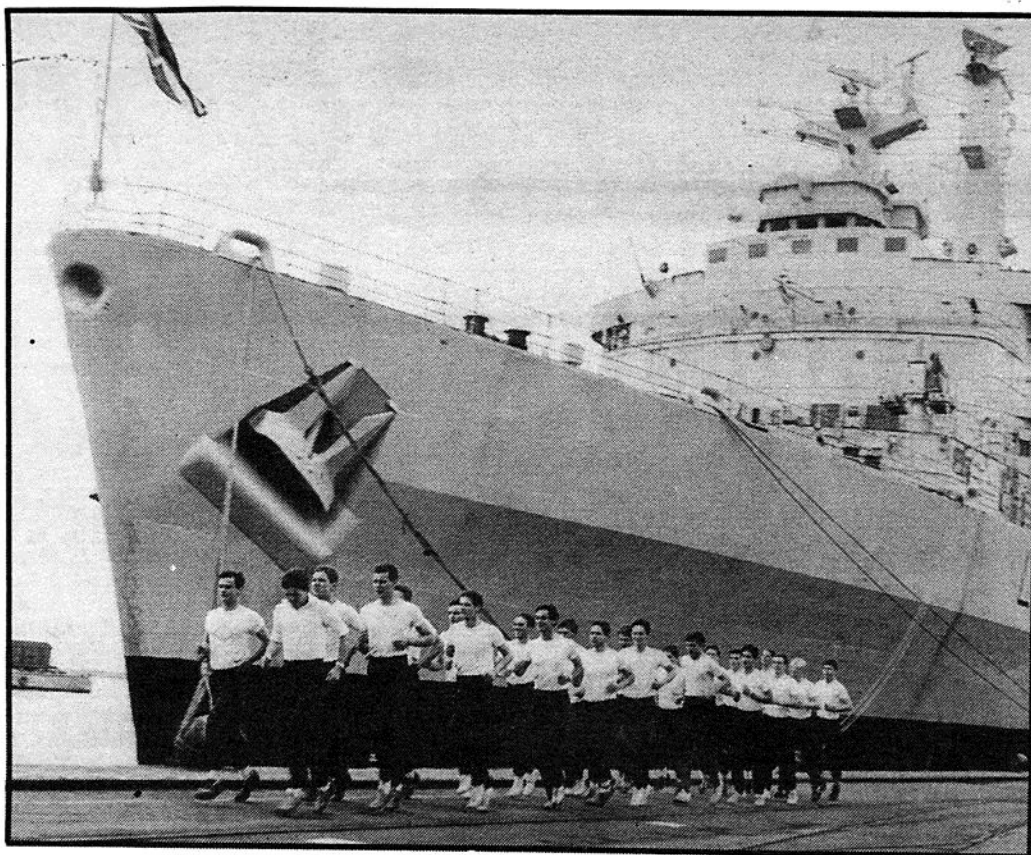
The riders were POSTD John

Royal Navy and Royal Marines personnel were among the 85 teams who took part in the third Arborfield Garrison Wheelchair Marathon in aid of the British Sports Association for the Disabled.

This involved three members of each team pushing a wheelchair with volunteer around a 4.4 mile lap of the garrison, six laps adding up to a full marathon.

HMS Daedalus and Fareham & District Sports Association were second in the event.

A garden party given by Flag Officer Plymouth, Vice-Admiral



This shipshape team from HMS Fearless plus a cadet from RFA Plumleaf is pictured at the start of a charity fun run during their visit to Denmark. The 16 midshipmen and Deck Cadet Jackson from Plumleaf completed 11 miles in 80 minutes, raising £100 for the Old Town Museum in Aarhus and a further £150 for the ship's Welfare Fund.

Fisher, LS(R) Brum Wyatt, LMEM(L) Souse Andrews, WEM(O) Buck Taylor, MEM(M) Ernie Clews, CMEA Colin Campbell, organiser of the ride, and Sub-Lieut. Robertson and LS(M) Dave Baglee who followed in a back-up car.

To raise funds for the Cancer and Leukaemia in Children charity, CSgt Dave Greet RM decided to go it alone and paddle his own canoe. In winds gusting up to 24 knots he completed a 33-mile sea canoe trek which has brought in £256. Dave is at present Senior

Aircrewman with 707 Squadron, based at RN air station, Yeovilton.

Young Tim Nuttal, a handicapped member of the 1st Clanfield (Leydene) Cub Pack, can take part in more Cub activities — thanks to a lightweight, folding wheelchair designed and built for him in the Sheet Metal Workshop of HMS Sultan. The chair has large wheelbarrow-type wheels.

FCMEA(H) Arthur Bailey designed the chair, which was constructed by CPOMEA(M) Brian Mirfield and Acting PO Gary Baker.

Yachties run for cancer research

WHILE the Royal Yacht was in Newfoundland during June with the Prince and Princess of Wales embarked, 13 members of the ship's company completed a sponsored run from Carbonear to Harbour Grace in Conception Bay which the Royal couple were visiting.

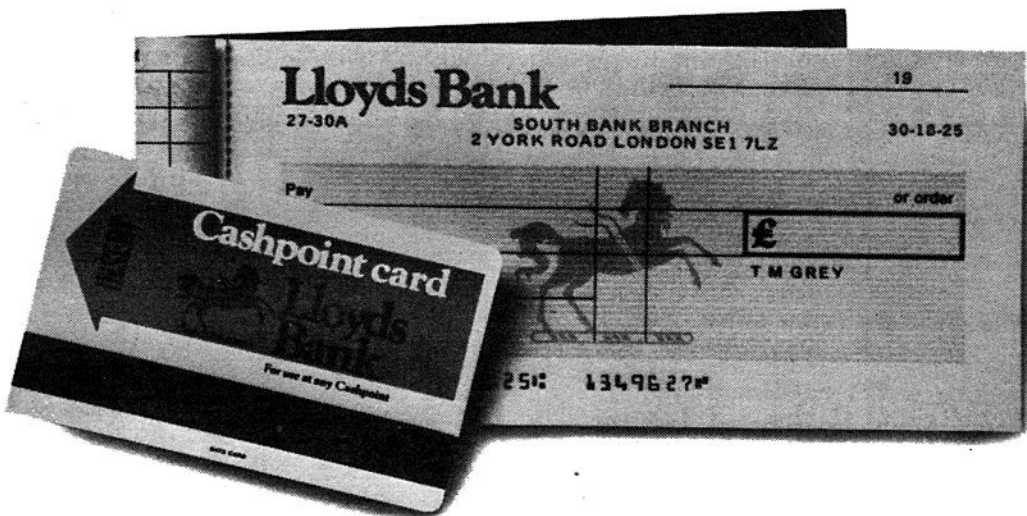
The runners raised more than £450, and when the Britannia returned to St John's on July 1 the Minister of Culture, Recreation and Youth for Newfoundland accepted the money from Flag Officer Royal Yachts, Rear-Admiral Paul Greening, on behalf of the Terry Fox Cancer Fund.

Twelve veterans of the Falklands war, all now serving in the Royal Yacht, received their South Atlantic Medals from Prince Charles. And to make it an occasion the recipients will never forget, the Prince and Princess later posed for a photograph with the medal-winners.

Achilles trio at it too!

LCA Terry Carew, LSTD Wally Waldrom and LMA Pete Kerr of HMS Achilles ran 1,000 times in relay around the frigate's upper deck (a total distance of 62 miles) to raise more than £814 for the Matthew Goddard Fund for research into chemotherapy methods of cancer treatment.

LREG Aggie Godfrey and LPT Cass Clay officiated and counted the laps, which were run in temperatures of 80 degrees F. while the ship was coming home from duty in the Falklands.



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A CUP OF GOODWILL . . .



COFFEE-TIME chat with the Navy for the Archbishop of Canterbury, Dr. Robert Runcie, during his visit to establishments in the Plymouth area.

Main purpose of his week-end stay in June was to see something of the work of the Service in the area, particularly the new entry training at HMS Raleigh and HMS Fisgard.

Here, with cuppa in hand, he meets Raleigh trainees WEMs Bowen, Unsworth and Burr, and PMAs O'Halloran and Mason. The chat followed a Eucharist and Confirmation service at St Paul's Church, Raleigh, where he hallowed a fabric hanging and confirmed six ratings, a Wren and a Royal Marine.

Later Dr. Runcie conducted evening prayers at St Nicholas Church, HMS

Drake, afterwards mixing informally with members of the congregation at a sherry reception on the lawns.

The Archbishop was guest of honour at a dinner hosted by the Flag Officer Plymouth, Vice-Admiral David Brown, and the next morning left by Gazelle helicopter of 705 Squadron based at RN air station Culdrose.

Outward bound

That completed his flying visit which began on Saturday, June 4 when he arrived at Roborough Airport in an RAF Devon aircraft. His first day was largely spent watching Raleigh trainees on an outward bound course near Cawsand and visiting HMS Fisgard's annual sports event at which he met trainees, staff and families.

'Hush-hush' engine in Manadon test

MORE than a century-and-a-half after its invention by a Scottish-clergyman who thought he had discovered the secret of perpetual motion, the quiet Stirling engine may be emerging as a serious competitor to the internal combustion engine. And the Royal Naval Engineering College Manadon is playing an important role in the international effort to develop the project.

Universities and industrial firms are involved, and at a recent conference at the college of representatives of the Royal Navy, MOD, the Department of Industry and various British research centres, visitors included ten Japanese engineers on a tour of the United States, Britain and Europe. They saw test rigs in operation.

Now a complete engine for full-power evaluation will become available at Manadon, where interest in the engine was first shown ten years ago and formal research started in 1977.

Manadon has a prototype 20 KW (about 25 hp) engine installed in its test facility, and extensive trials are being carried out this year. The college role has centred on computer-aided design and simulation of the engine. Other members of the British consortium have developed components for the prototype unit.

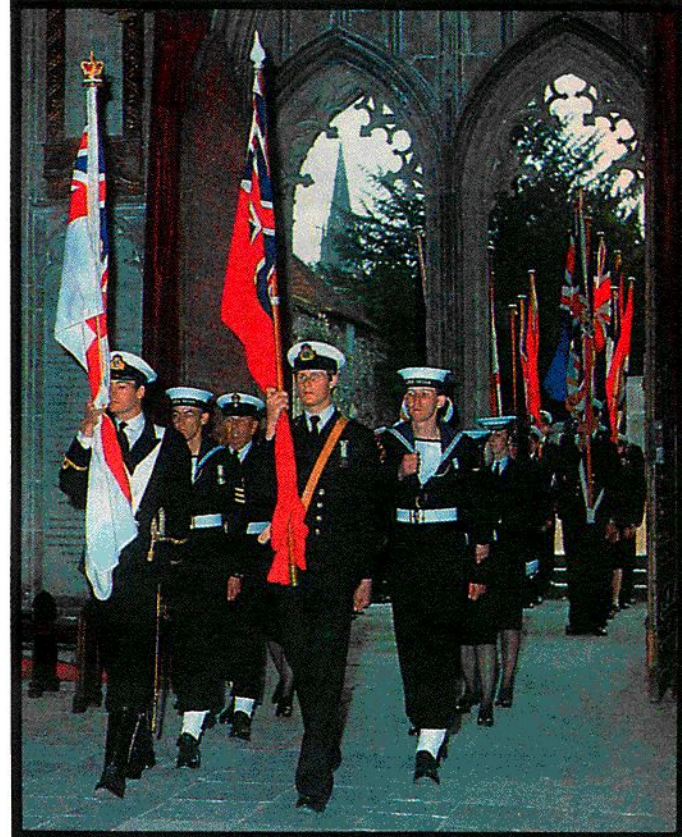
Nuclear

Besides work in the UK, research on the Stirling continues in at least eight other countries, whose establishments British consortium members visit whenever possible.

As with an internal combustion engine, the Stirling engine uses the expansion of a heated gas to drive a piston, but in the Stirling the heat comes from an external source instead of from fuel-burning inside the cylinder. It means the same gas is used over and over again instead of escaping through an exhaust. The heat can come from any burning fuel, or even the sun or a nuclear source.

Because there is no explosion, the Stirling runs smoothly and quietly and the continuous external combustion minimises pollution. In modern versions helium has been used instead of air as the gas in the cylinder.

Colourful debut



FOR the first time Wrens were included in HMS Dryad's Colour Party for the annual Winchester Shipping Festival parade.

The naval contingent is pictured entering Winchester Cathedral for Evensong on June 16 after marching from the city's Guildhall. They are followed by cadets from the College of Nautical Studies, Warsash, carrying other maritime flags, including those of the Royal Fleet Auxiliary, the Royal National Lifeboat Institution, and the Missions to Seamen.

Dryad provides the Royal Navy Colour Party on alternate years. This time the members were Sub-Lieut. Richard Bedford, POI Don Jacobs, LS(R) Chris Rowlands, LS(EW) Jonathan Bateman, and Wrens(R) Carol Wadeson, Debbie Lawrence, Caroline Shepherd and Isabelle Turner.

The Red Ensign was carried by a cadet from the College of Nautical Studies.

Picture: PO Wren (Phot) Sue Jackson

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Weymouth freedom march by Osprey

HEARTS IN UNISON!



NAVAL helicopters bearing a White Ensign flew in formation over Weymouth as sailors and Wrens marched through the town to the tune "Hearts of Oak."

It was the day on which the Portland shore base of HMS Osprey — given the Freedom of the Borough of Weymouth and Portland four years ago — exercised its right to march through the borough "with drums beating, colours flying and bayonets fixed."

Residents, augmented by holidaymakers, made up crowds watching the ceremonial march from Brunswick Terrace along the Esplanade, through St Mary Street and on to the Pavilion's Ocean Ballroom for a civic reception.

LEFT: Sailors and Wrens from HMS Osprey march past Weymouth's Jubilee Clock watched by crowds of residents and holidaymakers. Carrying the sword is the establishment's executive officer, Cdr. Nic Manger, and the White Ensign is borne by PO James Loveday.

Leading the parade was the band of the Royal Marines from the Britannia Royal Naval College, Dartmouth, while FCPO E. C. Corder bore the Scroll of Freedom.

The salute was taken at the Jubilee Clock by the Mayor of Weymouth and Portland, Mr. Michael Jewkes, accompanied by the Captain of HMS Osprey, Capt. Robin Doe, the borough's chief executive, Mr. Robin Norman, and the Mayor's chaplain, Father J. Phelan.

POSTPONED

The parade should have taken place last year, but had to be postponed because so many men and ships were committed to the campaign in the South Atlantic.

At the reception, the Mayor spoke of the friendship established between the Navy and the local area since the Admiralty first established a base at Portland in the 1860s.

He said the friendship had never faltered and the exercising of the rights of the Freedom of the Borough gave a tangible expression to the long-standing connection between the Service and civilian populations.

Naiad takes break in friendly Antwerp

HMS Naiad's five-day visit to Antwerp in company with HMS Soberton proved a great success — and a welcome break from Fleet Contingency Ship duties.

The ships rendezvoused off Flushing before berthing at the wharf closest to the town centre. Their first official duty was to provide a smart street-lining party for the British Consul-General centenary celebrations in Antwerp's picturesque main square.

Tours were arranged to the battle sites of Waterloo and Ypres, and soccer, rugby and golf matches were played against local and British Army teams. The Naiad's Operations Officer, Lieut. Dave Freeman, achieved two holes in one in the golf — one into a hangar and one on to a four-ton truck!

Submarines

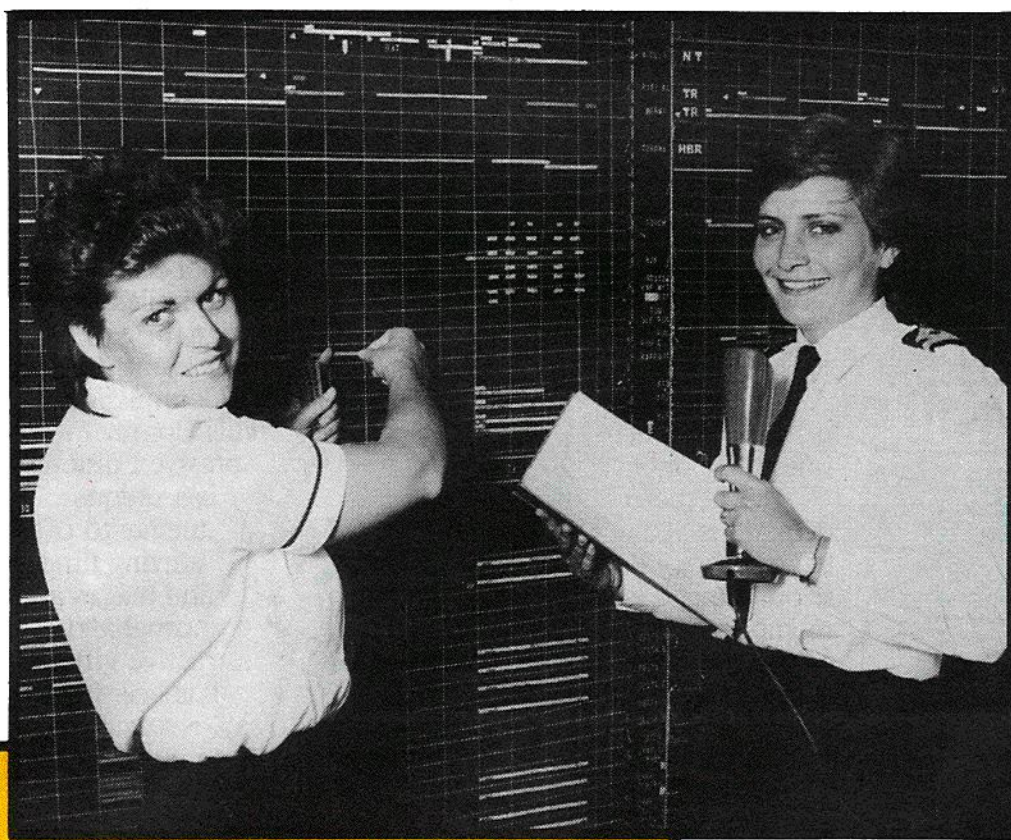
More than 1,000 people visited the ships, which were made aware of a great feeling of friendship for the Royal Navy from the people of Antwerp.

Next on the Naiad's agenda was two-and-a-half weeks of Submarine Commanding Officer's Qualifying Course in the Clyde, involving long days of charging at two submarines to test the qualities of potential commanders.

Midway through the course Cdr. Paul Haddacks handed over command to Cdr. Bill Hutchison. The Naiad then sailed for the South West Approaches in company with HMS Leander to join HMS Ajax for Ikara firings. All three frigates fired missiles with great

success against HMS Ocelot, a willing and helpful target . . .

The trio then sailed for the Azores to join HM ships Hermes and Illustrious in the large NATO exercise Ocean Safari 83 before the Naiad returned to Devonport for a two-week assisted maintenance period.



WRENS WATCH OVER PORTLAND

WRENS may not actually serve at sea (yet) but they rule the waves down in Dorset. The first Royal Navy Operations Room to have an entirely female watchkeeping team is located at the Headquarters of Flag Officer Sea Training at Portland.

The four WRNS officers and four Leading Wrens (Radar) work 24-hour shifts, 365 days a year, and are primarily responsible for running the Portland naval weekly practice programme, which may involve up to 15 ships, fixed wing aircraft, helicopters and submarines.

They also play an important part in keeping the waves safe for every sailor in the area, be he amateur yachtsman, master mariner or RN captain — for they are concerned with search and rescue operations and initiate action on all maritime emergencies in the area.

Two of the all-female team, LWren Dawn Bowden (left) and Third Officer Kate Gordon, are pictured at work. The others are Second Officers Linda Moffat, Hilary Barton and Joanna Harper and Leading Wrens (R) Susan Andrews, Jenny Schofield and Jill Sprank.

GARDEN OPENED

THE Association of WRNS' Memorial Garden at Dauntless Building, HMS Raleigh, was formally opened by Dame Jocelyn Woolcombe, senior ex-Director WRNS, on June 15. The garden is in memory of Princess Marina, wartime Chief Commandant of the WRNS. Also present at the ceremony were the present Director, Commandant D. P. Swallow, and the President of the Association, Dame Marion Kettlewell.

ARROW FLIGHT AWARD

HMS Arrow Flight was awarded the Rolls Royce Efficiency Award for 1982 at a ceremony at RN air station, Portland, where the flight is based.

From her arrival in the South Atlantic, HMS Arrow was at the forefront of Task Group operations. She was involved in the first naval bombardment to recapture Goose Green and Darwin and was alongside the stricken HMS Sheffield for several hours, fighting to save her and rescue survivors.

During service in the South Atlantic, HMS Arrow Flight, operating two helicopters, flew 153 hours — 63 at night. Both aircraft were maintained in an exemplary manner in exceptional material condition and were serviceable 95 per cent of the time.

A second industrial award went to Portland air station when the Ferranti Cheadle Heath Trophy for 1982 was presented to CPO Michael Denham of 829 Naval Air Squadron. The award, made annually, is for the most outstanding flight senior maintenance rating completing training that year.

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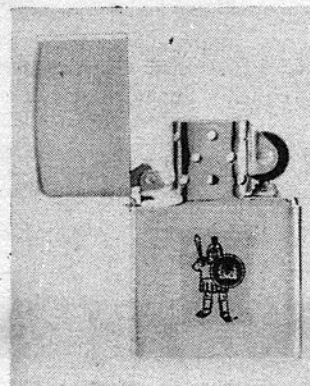
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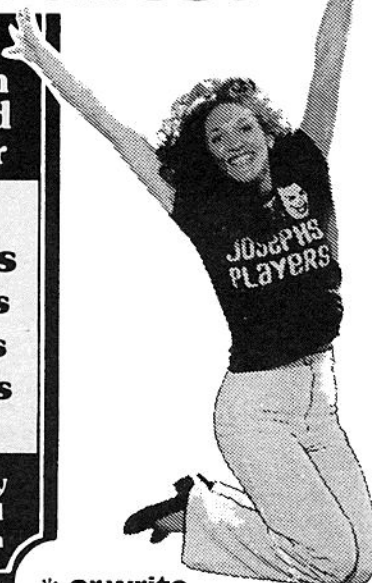
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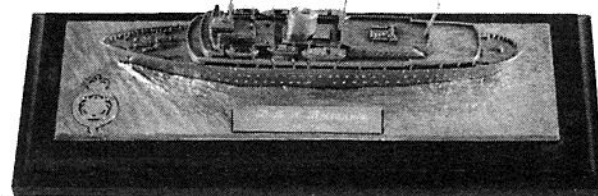
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Miss B (20), single, 5ft. 3in., fair hair, blue eyes, Coventry.
Julie (23), single, 5ft. 2in., dark hair, green eyes, Preston, Lancs.
Anne (40), single, 5ft. 6in., fair hair, hazel eyes, Reading, Berks.
Karen (15), 5ft. 4in., brown hair, hazel eyes, Boston, Lincs.
Susan (36), single, 5ft. 4in., brown hair, grey eyes, Lancaster.
Anne (39), divorced, brown hair, blue eyes, three children, Portsmouth, Hants.
Carol (36), divorced, 5ft. 2in., blonde hair, blue eyes, Wolverhampton.
Gail (19), single, 5ft. 2in., blonde hair, brown eyes, Great Sutton, S. Wirral.
Anna (18), single, 5ft. 5in., brown hair, blue-green eyes, Taunton, Somerset.
Elaine (30), single, 5ft. 3in., blonde hair, brown eyes, Woodchurch, Merseyside.
Lisa (17), single, brown hair, blue eyes, Maclesfield, Cheshire.
Antia (17), single, blonde hair, blue eyes, Congleton, Cheshire.
Sharon (17), single, 5ft. 7in., brown hair, blue eyes, Plymouth, Devon.
Jacqueline (19), single, 5ft. 6in., blonde hair, blue eyes, Great Sutton, S. Wirral.
Susan (36), divorced, 5ft. 10in., dark hair, one son (7), Hemel Hempstead, Herts.
Melanie (27), single, 5ft. 3in., brown hair, blue eyes, Cheshire.
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Diane (17), single, 5ft. 5in., blonde hair, blue eyes, Ipswich, Suffolk.
Pippa (21), single, 5ft. 7in., brown hair, green eyes, Bognor Regis, Sussex.
Alison (20), single, 5ft. 5in., auburn hair, blue eyes, Liverpool.
Penny (32), single, 5ft. 3in., brown hair, blue-green eyes, Uckfield, Sussex.
Jane (17), single, 5ft. 2in., blonde hair, blue eyes, Halesowen, W. Midlands.
Sharon (18), single, 5ft. 4in., brown hair, blue eyes, Greenock, Scotland.
Rosemary (26), single, 5ft. 4in., brown hair, hazel eyes, Fareham, Hants.
Cindy (19), single, brown hair, blue-grey eyes, Shrewsbury, Shropshire.
Sandy (28), single, 5ft. 6in., fair hair, brown eyes, Fareham, Hants.
Marilyn (38), single, 5ft. 2in., black hair, brown eyes, Walsall, Staffs.
Kaye (18), single, 5ft. 4in., brown hair, brown eyes, Spennymoor, Co. Durham.
Ann (42), widow, 5ft. 2in., brown hair, hazel eyes, Leicester.
Mandy-Jane (18), single, blonde hair, blue eyes, Ilford, Essex.
Michelle (16), brown hair, hazel eyes, Bow, London.
Lisa (38), divorced, auburn hair, green eyes, Selby, Yorks.
Ann (17), single, 5ft. 2in., brown hair, blue-green eyes, Manchester.
Jacqueline (25), single, 5ft. 3in., blonde hair, blue eyes, Derby.

Tina (23), single, 5ft. 3in., brown hair, Hinckley, Leics.
Sara (16), 5ft. 2in., brown hair, brown eyes, Guildford, Surrey.
Linda (23), divorced, 5ft. 7in., brown hair, brown eyes, one son, Bootle, Merseyside.
Cathy (21), single, 5ft. 3in., brown hair, green eyes, Ringwood, Hants.
Anne (19), single, brown hair, brown eyes, Bristol.
Clarette (32), single, 5ft. 3in., brown hair, green eyes, Folkestone, Kent.
Diane (34), single, 5ft., brown hair, blue eyes, Radstock, Bath, Avon.
Jenna (26), single, 5ft. 6in., auburn hair, green eyes, Godalming, Surrey.
Glenda (28), divorced, 5ft. 4in., fair hair, blue eyes, two children, St. Helens, Merseyside.
Debbie (19), single, 5ft. 3in., red hair, grey eyes, Downend, Bristol.
Lynne (26), single, 5ft., brown hair, blue eyes, Stevenage, Herts.
Angela (18), single, 5ft. 5in., blonde hair, blue eyes, Altrorton, Liverpool.
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Jenny (22), single, 5ft. 5in., brown hair, hazel eyes, Southend-on-Sea, Essex.
Rosemary (28), single, 5ft. 5in., brown hair, green eyes, one son (3), Redhill, Surrey.
Pauline (16), 5ft. 4in., brown hair, brown eyes, Wakefield, W. Yorks.
Gladys (20), single, brown hair, blue eyes, Glasgow.
Sheila (20), single, 5ft. 6in., black hair, brown eyes, Lancaster, Durham.
Karen (16), 5ft. 1in., brown hair, brown eyes, Hemel Hempstead, Herts.
Trudi (18), single, 5ft. 4in., brown hair, brown eyes, Harlesden, London.
Claire (20), single, 5ft. 3in., brown hair, hazel eyes, Bournemouth, Dorset.
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Suzanne (17), single, 5ft. 4in., red hair, grey eyes, Liskeard, Cornwall.
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Tamar win - at last!

FOR the first time ever, HMS Tamar's team won the European men's event in the annual Tuen Ng Dragon Boat Festival in Hong Kong.

It was a sweet reward for having sunk with all hands two years running. POPT Charlie Moon and PO Peter Frinter captained and trained the Tamar crews.

The Tamar local Chinese team also did well, finishing third against stiff competition, while the girls' team reached the semi-finals.

As in previous years the Tamar team competed at Stanley on the south of Hong Kong Island. Acting as guardships were the patrol boats HMS Yarrington and HMS Beachampton.

Seahawk's victory

A record attendance of 7,000 at HMS Collingwood field gun and open day saw an exciting finish to the Brickwoods Field Gun competition, won by a team from HMS Seahawk with a clear run of 1min. 21.2 sec.

During a split-second final between six teams, Seahawk A were just ahead of the Collingwood A team, last year's winners, who achieved a time of 1min. 21.45 sec.

The other times were: HMS Dolphin (1min. 28 sec.), HMS Heron A (1min. 28.38 sec.), HMS Collingwood B (1min. 35.57 sec.) and HMS Vernon A (1min. 43 sec.).

The event was in aid of King George's Fund for Sailors.

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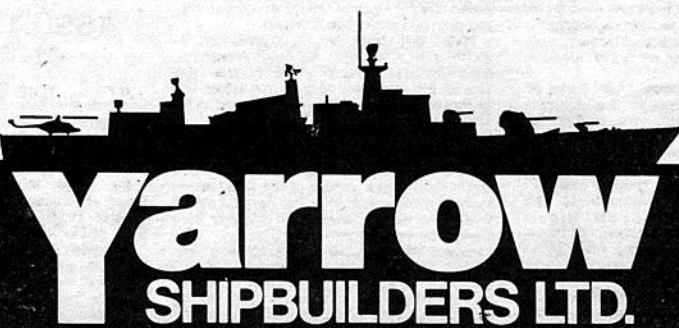
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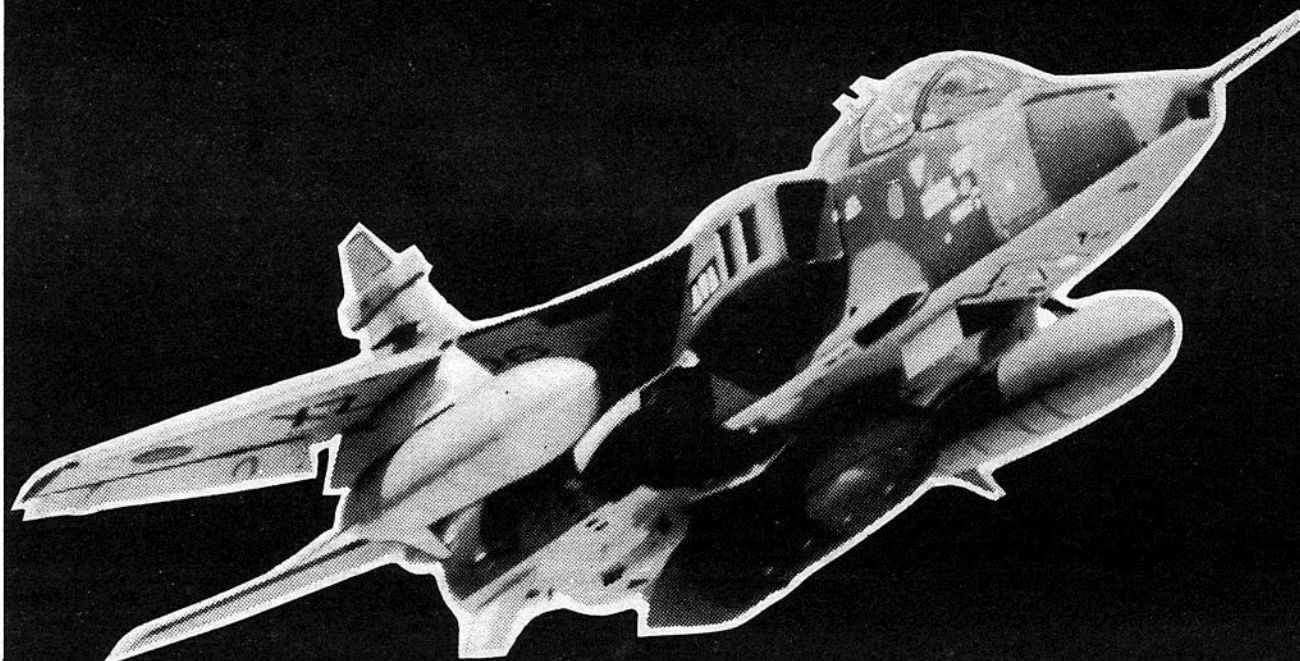
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SPORT

Privett on target for top trophy

LWEM(R) Chris Privett is the champion shot of the Royal Navy and Royal Marines. He won the Queen's Medal during the RN Small Arms Meeting from June 29 to July 9 in what may turn out to be the hottest Bisley ever, writes **Brian Witts**.

Privett, shooting for Portsmouth Command and at present serving in HMS Osprey, pipped Cpl Donaldson RM by five points to give the Navy a second success in three years over the Royals.

In the top 30 the Royal Navy held 14 positions to the 16 of the Royal Marines, highlighting the high standard of shooting in the Navy.

LWEM(R) Privett also won the RN Service rifle championship from runner-up CPO Mike

Bisley

Reed of Naval Air Command. The tyro rifle championship was won by Air's AEM Cameron. Lieut. Charles Dickenson,

shooting as an individual entry, won the target rifle championship with an aggregate score of 252. Runner up was PO Mick Mifflin (Air), a familiar figure at Bisley and one who was to shoot even straighter as the meeting progressed.

THREE POINTS

In the final of the pistol championship PO Phil Hobson (Portsmouth) drew ahead of CPO Terry Mash, last year's winner, to take the crown by three points. Hobson also won the NRA bronze medal shot concurrently with the pistol championship.

Mick Mifflin was a clear winner by 24 points over Phil Hobson, the 1982 winner, in the sub-machine gun championship. Winner of the Kendall Trophy run concurrently with this competition was LWEM Harris (Portsmouth).

AIR SUCCESS

Air Command won eight out of the 12 team events, including the coveted Inter-Command Rifle Cup, the Inter-Command pistol, and the new Herbert Smith Challenge Trophy awarded to the command scoring the greatest number of marks in set team competitions. The sub-machine gun trophy was won by Plymouth, and Portsmouth carried off the General's Cup, the Devonport Cup and the Simonds Bowl.

Overall small arms champion and most consistent shot in all four championships was PO Mick Mifflin. Runner up was CPO Wright (Air), and the Bounton Cup for tyros under 25 was won by AEM Peel, also of Air Command.



LWEM(R) Chris Privett receives the traditional Bisley chairing after winning the Queen's Medal as the champion shot of the Royal Navy and Royal Marines.

Picture: PO(Phot) Trevor Holland

Overseas debut is big success

THE Royal Navy smallbore rifle team won the Gibraltar open championship in May with CPO John Krumins (Collingwood) taking the Gibraltar long range championship and the Tuto Garcia Trophy for the best 50 metre aggregate.

This was the first time the Navy team had competed abroad.

Results of the various naval smallbore rifle and pistol matches shot under postal conditions have now been collated. Winners of the Inter-Command rifle match were Portsmouth and Medway, who retained the trophy for a third year.

The Inter-Command smallbore pistol match was won by Naval Air Command, with Lieut.-Cdr. David Lowe (Thunderer) recording the highest individual score to claim the NSRA Diamond Jubilee Bowl.

CPO Krumins won the RN short range rifle championship from Lieut. Gordon Perry (Mercury) out of an entry of 84, and PO John Bradshaw (Seahawk) beat Lieut.-Cdr. Lowe at Bisley in a

Shooting

shoulder to shoulder final to the postal RN smallbore pistol championship.

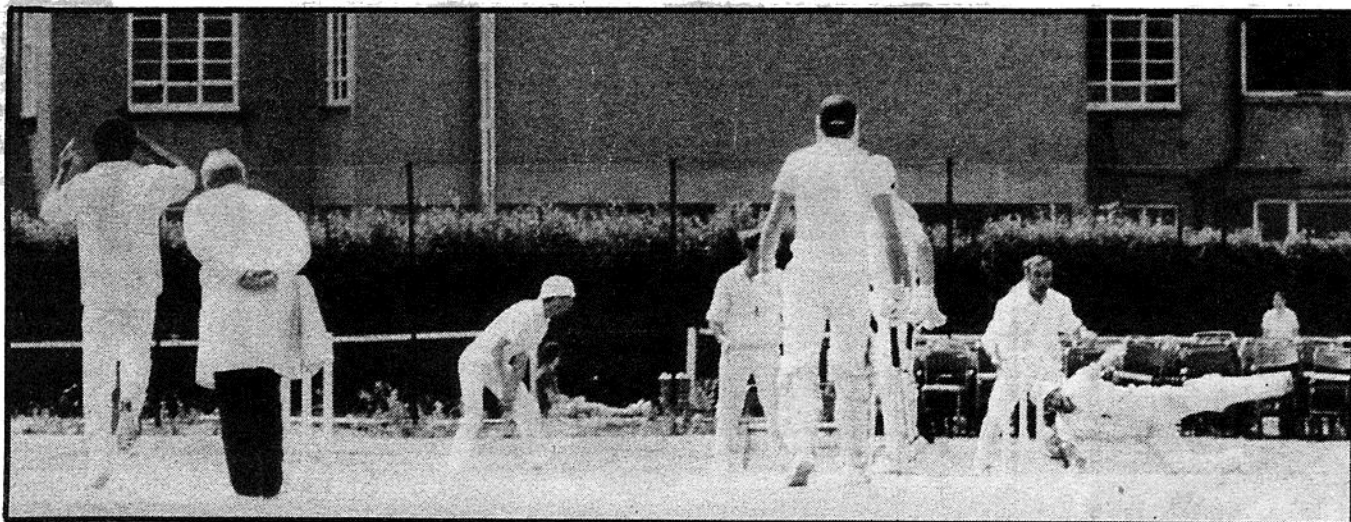
HMS Collingwood beat HMS Seahawk in the Inter-Establishment rifle competition, but Seahawk came back in the pistol event to beat HMS Sultan. Air Command teams have dominated the pistol competition since 1971.

AIR PISTOL

The new UIT air pistol championship was won by Lieut.-Cdr. Lowe, as was the RN centre fire championship.

Three naval teams trailed in the Inter-Service smallbore rifle match, which was won by the Army. Places were — 1, Regular Army; 2, RAF; 3, Territorial Army; 4, RN; 5, RM; 6, RNR.

Lieut. Perry of Mercury was the Navy's top scorer with 199 out of 200, a performance which won him an NSRA silver medal.



Combined Services' wicketkeeper Lieut.-Cdr. Roger Evans dives to catch New Zealand batsman Jeff Crowe, to the delight of Navy opening bowler CPO Kelson Brooks. Behind Evans is Lieut. Mike Robinson, and the other two close fielders are Neil Willis (white hat) and Charlie Clarke, both of the Army.

Devon beaten on last ball

TWO EXCELLENT wins have been recorded by the Royal Navy against Devon and the British Police, who in the same week beat both the Army and the Royal Air Force, writes Derek Oakley.

And in a month of glorious cricket weather, five Navy players did well for Combined Services in their drawn two-day game against the New Zealand tourists at Portsmouth.

The match against Devon was played for the first time in the delightful surroundings of Ottery St Mary. Despite losing three early wickets — two to medium pacer AEM Chris Campbell who has progressed from the Under-25 team — the county consolidated to score 192 for six in 50 overs.

But the quick flurry at the end brought the county the eminently respectable total of 242 for seven.

Lieut. Ian Thompson failed to score, but a second-wicket partnership between veterans Capt. Roger Moylan-Jones (43) and Lieut. Mike Robinson (41) put on 65. Newcomer LWTR Kevin Norwood (38) and Campbell (26) kept the score ticking over, but wickets fell regularly.

When the last pair came together in the 48th over, 46 runs were needed. Lieut.-Cdr. Roger Evans and LWTR Andy Collier batted and ran between the wickets so sensibly that 28 runs needed off the last three overs had been reduced to seven off the final over and three off the last ball.

GOOD WIN

Evans hit a boundary to seal a good win under testing conditions in idyllic surroundings.

MCC Young Cricketers rattled up 266 for eight in 55 overs in the Navy's next outing, with only Collier (5—62) stemming the flow of runs. Thompson (36), Lieut. Robin Hollington (39) and skipper Lieut. Mike Izzard (25) scored runs but no one built a long innings. The ninth wicket fell at 162 before CPO Kelson Brooks and PO John Gwynn took the final score to 205 for nine, a defeat by 61 runs.

On yet another sweltering day, the Navy batted first at Imber Court against a British Police side containing six current Minor County players.

Basketball

THE Portsmouth Command basketball team, which will be playing in Division 1 of the Solent League this winter, starts training under new coach Lieut. S. Fuller in HMS Collingwood on September 8.

New players will be welcome at the sessions every Thursday from 1900 to 2100.

Cricket

A first wicket partnership of 80 between Moylan-Jones (30) and Thompson (66), followed by a further 80 in 14 overs for the second between birthday-boy Thompson and Hollington, got the Navy off to a good start.

Some exciting if precarious running between the wickets against a tired fielding side brought another 76 runs in the final 13 overs and boosted the total to a formidable 236 for six.

BEYOND THEM

POWEM Richard Allatt, playing his first UK game for years, and off-spinner Hollington slowed the Police scoring down with accurate bowling. Their requirement of 123 off the last 15 overs proved beyond them.

Hollington finished with four for 50 from 15 overs and Brooks picked up a couple of tail-enders to give him three for 55.

UNDER-25

Two convincing wins over strong Hertfordshire sides and another against Brentwood Martyrs were encouraging signs for the Navy Under-25s as they prepared to make it a hat-trick of Inter-Service titles. But a heavy defeat at the hands of the Southern League Under-25 side showed up chinks in the armour.

Nevertheless, the Navy went into the Inter-Services tournament at RAF Hullavington with high hopes. The hosts showed their mettle on the first day by bowling out the Army for 70 and winning by two wickets.

Navy and Army were more evenly matched, and although NA Paul Barsby (3—37) and new entry Mid. Piers Moore (3—37) bowled well, the Army finished with 179 for eight from their 55 overs.

THREE WICKETS

Steady batting by Norwood (54) and RO1 Mick Drake (33) got the Navy off to a good start and they went on to win, although not without qualms, by three wickets.

Much loose bowling in the heat of the post-lunch period let the RAF build a massive total of 268 for nine, even though the fielding was up to its usual high standard. Moore finished with 3—52 and Campbell with 3—58.

An injury to Robin Hollington, on whom so much depended, soon saw his downfall on the deep square leg boundary, and after that only skipper Lieut. Charlie Hobson (28) put up much resistance. Against two spinners, a

Nowak in GB team

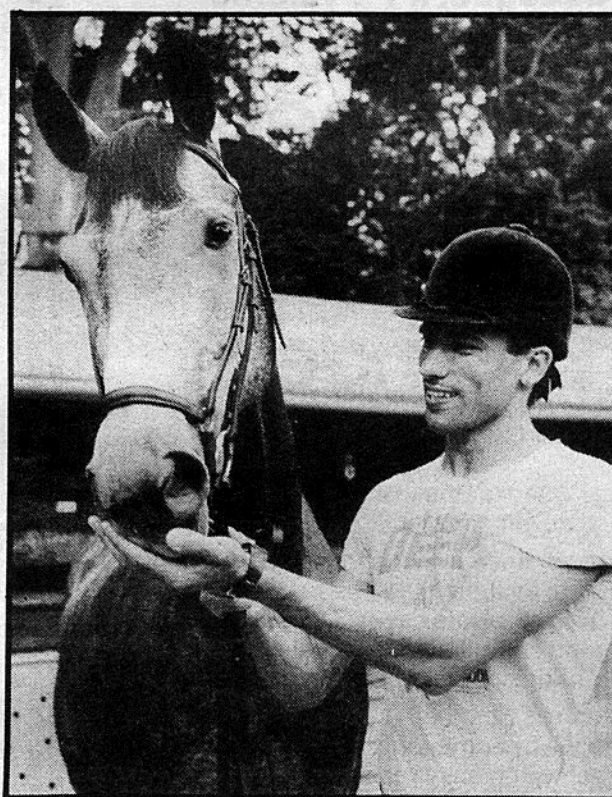
LPT JIM NOWAK of HMS Dryad has been selected for the Great Britain modern pentathlon team to compete in the world championships at Warendorf, West Germany, from August 3 to 6.

Nowak enhanced his chances of selection by winning the national triathlon title at Crystal Palace earlier this summer. In late June he made his first international appearance when he represented GB at the Nordic Cup meeting in Copenhagen, finishing sixth overall, winning the run and turning in the best score for the British team.

FIFTH PLACE

He won both the pentathlon and tetrathlon competitions at the Navy championships at CTCRM Lympstone on June 9-12, and a week later led the Navy into fifth place at the Inter-Service modern pentathlon championships at Arbourfield.

The Army, who finished first and fourth, entered two teams and there were also four civilian team entries. Nowak finished 11th, LPT Mick



LPT Jim Nowak of HMS Dryad with his horse Crystal, named in honour of his national tetrathlon title won at Crystal Palace.

Flaherty (Heron) 12th, and MT4 Pat Dunleavy (Cochrane) 13th.

Wren Mandy Warland

(Mercury) finished first in both the pentathlon and the tetrathlon at the Navy championships.

Volleyball

Portsmouth triumph, Navy beats Army

PORTSMOUTH beat Fleet Air Arm 3—1 to win the Inter-Command volleyball championship in HMS Collingwood. The Portsmouth squad was led by Lieut. Gus Leighton (Collingwood) and guided to success by ex-Navy star and current WRNS coach CPOPT Alex Baker (Nelson).

PO Marshall (Scotland) won the outstanding player award and SA Riley of HMS Neptune was judged the most promising player. A week later the RN team beat the Army in the Inter-Services at RAF Halton before going down to the very strong Royal Air Force team.

● The RN Women's volleyball team had to settle for second place in the Inter-Service tournament at Halton after losing to the RAF in a tremendous five-game final. The RAF eventually won 4—15, 15—11, 15—11, 15—12, 9—15, 15—12.

Scots turn lost cause into glory

WINNING the morning foursomes will send a team into lunch not only in the right frame of mind, but buoyant for the cut and thrust of singles match play that follows. Exerting a 4—1 lead over Dunbartonshire in this annual match could not have been a better start for Navy golfers travelling so far north, writes Brian Grant.

Lieut.-Cdr. Malcolm Edmunds (Culdrose) and Lieut. Nick Gasson (Sultan), recently returned from the South Atlantic, lead the foray with a 2—1 win over the top county pair, and with Lieut. Peter Woodings (Collingwood) and PO Peter Darlington (Culdrose) winning 3 and 2, these now confirmed partnerships gave the Navy a flying start in the first two matches.

Cpl Hamish Read (Comacchio Coy) teamed up with a golfer new to Navy honours, PO Steve Stephens (Sultan) and they won 2 and 1 to set a magnificent foundation.

While CSgt Stan Brittain (Comacchio Coy) and Lieut. Ewan Hardman (Gannet), another golfer to be initiated at this level, lost 6 and 4; the experience at this level will no doubt serve Ewan well in future competition against such strong opposition.

Golf

Playing steady golf LWTR Eddie Comerford (Centurion) and Lieut.-Cdr Dave Sandford (HMS Sirius) won 1 up. Eddie's majestic seven iron to the 18th and Dave's 15ft putt for the birdie gave the RN side a 4—1 lead, a well deserved and hard worked for victory.

This lead was the culmination of the winning positions that they were able to get themselves into and the concentration necessary to apply the final touch; no mean feat in the unusual heat of a Scottish summer and against such worthy opponents.

BAD NEWS

Now the bad news! Dunbartonshire, obviously slighted by the morning foursomes defeat, won the day by nine matches to six, winning the singles 8—2. Needing only four points from the ten on offer, the Navy started well with Malcolm sending his opponent for an early shower with an emphatic, one could say almost unfriendly 8 and 6 victory.

This win so early on, meant the Navy team required three more wins from nine games.

It was not to be, the Navy failing tragically with only one point of the remaining nine on offer. This point was made up of two halves — Peter Darlington, who was 1 up playing the 18th, hooked his approach shot to the green, and the resulting five could not match his opponent's winning score; while Nick Gasson held on gamely to halve the 18th and his game.

FOURSOMES

However, I am sure that the Navy captain, Capt. Bob Worlidge sees his pairings for the foursomes taking shape in time for the vital Inter-Services championships in September. While these games are important for prestige and to build confidence they are also necessary to enable the captain to select the foursomes pairings. It is almost right.

RN Golf Society members are reminded of the autumn meeting at Hockley GC, near Winchester, on Wednesday September 28. Those who require further information and application forms are to contact me on HMS Excellent 5171. Aspiring members should write to Lieut.-Cdr W. R. Burnley RN, RAF Boscombe Down, Salisbury, Wilts.

Squash

Juniors up against it

NAVY Under-25 squash players came up against some very strong opposition in their first two pre-season friendlies, against West Country Squash of Plympton and Regal of Torpoint. Both matches were lost 6—0.

LAEM Martyn Jukes (Daedalus) and App John Perrella (Collingwood) played well against county players in the Plympton match, and Jukes later took a game off Navy senior player RS Clive Bell who guested for Regal.

SPORT

Juniors make a big splash against Army

A TEAM of Royal Navy youngsters went into the Inter-Service junior swimming championships on a hiding to nothing — and ended up winning practically everything in sight.

Entries for the Navy junior championships were so restricted that the team for the match against the Army in HMS Raleigh on July 4 picked itself.

But after a week of training under Navy coach POPT Jim Storey the Under-18s excelled themselves. They won every event except the 100m. breast-

stroke (in which JAEM Nicholls finished first but was unluckily disqualified on a technicality), and retained the trophy by 81 points to 49.

The Army did, however, win the water polo, beating an

Swimming

almost totally inexperienced but highly committed Navy team by 11 goals to nine.

Navy swimming results were:

100m. freestyle — 1, Niepold, 1.00.54; 2, Pearson. 200m. free — 1, Niepold, 2.14.19; 2, Tullock. 400m. free — 1, Tullock, 5.11.11; 3, Stanley. 100m. breaststroke — 2, Knowles, 1.00m. butterfly — 1, Houghton, 1.06.66; 2, Pearson. 100m. backstroke — 1, Houghton, 1.10.15; 3, Perry. 200m. back — 1, Knowles, 2.57.90; 2, Nicholls. 4 x 2 ind. medley — 1, Pearson, 3.35.00; 5, Parsley. 4 x 2 medley team relay — 1, RN A, 3.06.90; 4, RN B, 4 x 2 freestyle relay — 1, RN A, 2.39.82; 2, RN B.

The Combined Naval Colleges narrowly lost a swimming match against Sandhurst at the Royal Military Academy last month but comfortably won the water polo.

Portsmouth win a real nail-biter

PORTSMOUTH won the closest Inter-Command tennis championship for years when they beat Fleet in the final rubber of a hard-fought tournament at Burnaby Road on July 7 and 8.

Fleet needed only a draw against Portsmouth to take the title, but the home command won the singles 3—1 and then took the first of the two doubles to put the result beyond doubt. It was Portsmouth's first success since 1976.

A turning point in the decider was the singles between Lieut.

Tennis

Peter Holt of Portsmouth and Lieut. Trevor Ward of Fleet. With the match evenly poised in the final set Ward had to retire with cramp and concede the point.

Portsmouth captain Cdr. Brian Tayler, a former Navy champion and now a veteran, achieved a crucial win against the Fleet number one, Lieut. Rob Bosshardt, himself a much more recent Navy champion. Tayler also beat the current Navy title-holder, Lieut. Nick Williams RM.

ROYALS CLOSE

The Royal Marines, winners last year, were also in with a shout until the final moments after drawing 3—3 with both Portsmouth and Fleet. Final order was — 1, Portsmouth; 2, Royal Marines; 3, Fleet; 4, Plymouth/Scotland; 5, Air.

The Navy championships began at Burnaby Road as Navy News was going to press, ending with the semi-finals and finals at Wimbledon immediately before the start of the Inter-Services tournament at Wimbledon on August 1 and 2.

Table tennis

Dexter on form in Cumbria

THE Navy table tennis team visited South Cumbria for three matches during an intensive training weekend in June against top Cumbrian sides.

POMEA Mark Dexter won all three of his matches against the Vickers Sports National League A side, but the Navy team went down 3—6. The Navy B side also lost, 4—5, but the WRNS saved the night with an 8—1 victory over their opponents.

Wren Adele Wilson did well in her first Navy match and with LWren Jan Turley has been invited to the next Hampshire county trials.

NUMBER ONE

Mark Dexter beat the county number one in the match against Millon Town, although the Navy went on to lose 7—2. The B side lost 8—2 and the Wrens again won 8—1.

Dexter won all three in the A team's 6—4 success over Kendall, with MNE Winston Spencer and LWEM(R) Steve Reilly winning one game each, and Dexter and Reilly taking the deciding doubles.

League and county standard players who want to be considered for the team should contact LWEM(R) Steve Reilly at HMS Collingwood (ext. 414).

RUPERT SPURS TEAM ON TO GOLD EFFORT

THE Inter-Service athletic championships held at RAF Cosford on July 13 had a familiar ring to it with the Royal Air Force taking the title for the 18th consecutive year, but the Royal Navy could take heart from several superb individual performances which gave the Royal Navy their best medal haul for some years.

Between them, the men and WRNS teams collected five gold, two silver and five bronze medals.

After the disappointment of being edged into 4th place in the 100 metres, Apprentice Rupert Williams (HMS Figgard) lived up to his reputation as Navy coach Ty Lewis's secret weapon in the 200m. with a sensational victory in 21.7 seconds.

There is little doubt that this ecstatic moment had a considerable impact on LSA Dave Ottaway (HMS Warrior) who was about to step on to the track for the 800m., so much so that Dave won the event in a new Inter-Service record time of 1:51.2. He was given tremendous support by WTR Pete Davies (HMS Nelson) who took the bronze medal with a personal best performance of 1:52.8.

SILVER MEDAL

Lacking some basic speed after a spell at sea, Sub-Lieut. Chris Robison (HMS Glasgow) had to settle for the silver medal in the 1,500m. which turned out to be a tactical battle with none of the runners prepared to make the running before the bell.

Marine Stuart Gibbs (42 Cdo) took the gold medal in the high jump, clearing 2.00m. which was well below his best. Marine Winston Spencer (42 Cdo) ran a fine 400m. in a time of 48.7 seconds to lift the bronze medal. He was desperately unlucky not to get between the international pair Akabusi and Ducasse.

RELAY RECORD

The Royal Navy 4x400m. relay squad of Marine Russ Williams, LSA Ottaway, POMEA Errol Johnson and Marine Spencer were expected to do well and split the Army and RAF teams if not win the event. Such was the quality of the race that even in third place they bettered the existing Navy record with a new time of 3:16.1.

With gold medals from LWPT Angie Goskirk (HMS Neptune) in the discus and Wren Mary-Ann Matthews (HMS Nelson) in the shot; a silver from LCQA Sue Freeman (RNH Haslar) in the 100m. hurdles and bronze medals from RPOWren Lou Collins (HMS Raleigh) in the discus and from LWren Viv Jenkins (HMS President) in the 800m. and 1,500m. the tally was complete as

Ten mile race

HMS SULTAN is staging a Navy ten-mile team and individual road race on September 25. Applications for forms should be sent with a stamped addressed envelope to the race registrar, HMS Sultan, Gosport.

Athletics

far as medal winners were concerned.

Mary-Ann Matthews's gold was a superb effort. She has only just finished her training and was making her debut in an event dominated by the other Services.

But of course, that is not the full story; the afternoon was filled with valiant attempts on the track and field by both men and Wrens.

● In the Combined Services athletics match against the French Armed Forces and United States Armed Forces held at RAF Cosford on July 16, LSA Dave Ottaway set a new Navy 800m. record of 1:50.1, beating Sgt Jim Douglas's time of 1:50.5 set in 1974.

Details of the Navy athletic championships held at Burnaby Road on June 21 and 22 were:

RN CHAMPIONSHIPS 1983

Men
100m — 1, LREG C-Nicholson (Port) 11.3; 2, POMEA Johnson (Port); 3, CPL Richardson (RM). 200m — 1, LREG C-Nicholson (Port) 23.1; 2, MNE Williams (RM); 3, POMEA Johnson (Port). 400m — 1, MNE Spencer (RM) 49.1; 2, MNE Williams (RM); 3, POMEA Johnson (Port). 800m — 1, LSA Ottaway (Port) 1:54.0; 2, WTR (Davies); 3, Lieut. Mason (Ply). 1,500m — 1, Lieut. Robison (Ind) 3:49.6; 2, LSA Ottaway (Ind); 3, Lieut.-Cdr. Ward (Port). 5,000m — 1, Lieut. Robison (Port) 14.16.1; 2, Sub-Lieut. Osborne (Ind.); 3, SGT Hazlewood (RM).

110m hurdles — 1, MNE Gibbs (RM) 16.1; 2, AEM Stocker (Air); 3, PO Lewis (Port). 400m hurdles — 1, MNE Spencer (RM) 55.6; 2, PO Lewis (Port); 3, LS Russell (Scott). 3,000m steeplechase — 1, PO Riley (Scott) 9.00.1, new record; Sub-Lieut. Osborne (Port); 3, LPT Stewart (Port).

High jump — 1, MNE Gibbs (RM) 2.03, new record; 2, MNE Soles (RM); 3, PO Nicholson (Scott). Long jump — 1, MNE Gibbs (RM); 2, LREG C-Nicholson (Port); 3, WEM Mortley (Ply). Triple jump — 1, Fox (Ply) 13.29; 2, LAEM Pnde (Air); 3, PO Deacon (Air). Pole vault — 1, MNE Gibbs (RM) 3.80; 2, LA Russell (Scott); 3, AB Pratt (Port).

Hammer — 1, Surg.-Cdr. Gray (Scott) 46.98; 2, CPO Walhen (Air); 3, PO Wellington (Air). Javelin — 1, AEM Stretton (Ind) 55.56; 2, Lieut. James (Air); 3, NA Broadbent (Air). Shot — 1, CPO Walhen (Air) 13.84; 2, Surg.-Cdr. Gray (Scott); Discus — 1, CRS Halifax (Port) 43.26; 2, PO Walhen (Air); 3, CPL Mitchell (RM).

4 x 100m relay — 1, Portsmouth, 45.9; 2, RM; 3, Plymouth; 4, Air. 4 x 400m relay — 1, RM, 3:23.3; 2, Portsmouth; 3, Air.

Women
100m — 1, Wren Nurdling (Port) 13.1; 2, LWPT Milton (Air/Scott); 3, LWPT Smithyman (A/S). 200m — 1, Wren Nurdling (Port) 27.5; 2, LWPT Smithyman (A/S); 3, LWPT Hutchinson (Ply/Med/RM). 400m — 1, LCQA Freeman (Port) 60.0; 2, LWren Smith (A/S); 3, LWPT Morgan (P/M/RM).

800m — 1, LWren Jenkins (P/M/RM) 2:23.9; 2, POWren Franklin (Ind); 3, POWPT Johnson (Port). 1,500m — 1, LWren Jenkins (P/M/RM) 4:51.7; 2, Wren Warland (Port); 3, POWren Franklin (P/M/RM).

100m hurdles — 1, LCQA Freeman (Port) 15.8, new record; 2, Wren Biggs (A/S); 3, POPT Ashmore (Port). 400m hurdles — 1, LCQA Freeman (Port) 65.4, new record; 2, Wren Biggs (A/S); 3, LWren Smith (A/S). Long jump — 1, LWPT Milton (A/S) 5.03; 2, Wren Nurdling (Port); 3, LWPT Morgan (P/M/RM). High jump — 1, LWPT Morgan

(P/M/RM) 1.50; 2, LWren Smith (A/S); 3, Wren McNeil (P/M/RM).

Discus — 1, LWPT Goskirk (A/S) 33.10; 2, RPOWren Collins (Ind); 3, LWPT Hardwick (A/S). Shot — 1, RPOWren Collins (P/M/RM) 11.22; 2, Wren Parry (Port); 3, POWren Davenport (A/S). Javelin — 1, RPOWren Collins (P/M/RM) 37.45; 2, Second Officer Bradley (A/S); 3, Wren Mitchell (Ind).

4 x 100m relay — 1, Air/Scott, 52.5; 2, Portsmouth; 3, Ply/Med/RM. 4 x 400m relay — 1, Portsmouth 4:19.3, new record; 2, Ply/Med/RM; 3, Air/Scott.

Team results
Men — 1, Portsmouth, 134 points; 2, RM, 119; 3, Air, 76; 4, Scotland/NL, 40; 5, Plymouth, 33. Women — 1, Air / Scotland, 97; 3, Portsmouth, 95; 3, Ply/Med/RM, 78. Tug of war — 1, HMS Collingwood.

RN JUNIOR ATHLETIC CHAMPIONSHIPS 1983

Winners were:
100m. — Williams (Ply), 10.8; 200m. — Williams (Ply), 22.2; 400m. — Maidment (Port), 52.0; 800m. — Quick (RM), 2:13.4; 1,500m. — Quick (RM), 4:33.1; 3,000m. — Tait (RM), 9:42.8; 2,000m. steeplechase — Tait (RM), 7:22.9.

110m. hurdles — Ewen (Ply), 18.5; 400m. hurdles — Hargreaves (RM), 62.2; long jump — Mortley (Ply), 6.41; high jump — Russell (Port), 1.80; javelin — Osborne (Port), 47.78; hammer — Towner (Ply), 41.18; discus — Don (Port), 29.44; shot — Mortley (Ply), 13.04; triple jump — Fox (RM), 12.66; 4 x 100m. relay — 1, Plymouth, 46.6; 2, Portsmouth; 3, RM. 4 x 400m. relay — 1, Plymouth, 3:48.2; 2, Portsmouth; 3, RM.

Command positions — 1, Portsmouth, 139; 2, Plymouth, 120; 3, RM, 105; 4, Scotland, 3.

Peak of achievement



Lieut. Pat Parsons RM and Lieut.-Cdr. Charles Hattersley pictured on the summit of the Manaslu North peak in the Nepalese Himalayas with the flag of Bedford Trucks who supported and sponsored the Joint Services expedition.

Parsons and Hattersley and two other members of the 12-man team were the first British climbers to conquer the 23,488ft. peak, which had been climbed only twice before. They did the ascent without oxygen, reaching the summit on May 10.

Capt. Ian Chrisop, Director of Naval Physical Training and Sport, presents the magnificent Morice Bowl for Inter-Command tennis to Cdr. Brian Tayler, captain of the Portsmouth team. Capt. Chrisop himself was a member of the Portsmouth Command team.

SCHUMACHER ON GB DUTY DOWN UNDER

SEA Brian Schumacher returns to international duty this month when he represents Great Britain in a tough multi-nations tournament in Australia.

The coming season will be an important one for Schumacher who has his sights set on next year's Olympic team. He needs

Boxing

to re-establish himself as the British number one after carelessly losing in the ABA national finals at Wembley last May.

MNE Keith Ferdinand, the ABA super heavyweight champion, has also been busy on the international scene. He beat local hero Ikononou in the first round of their Acropolis Cup final in Athens in June, but boxed poorly for GB against the USA in London in July 11 and lost on points to Odon.

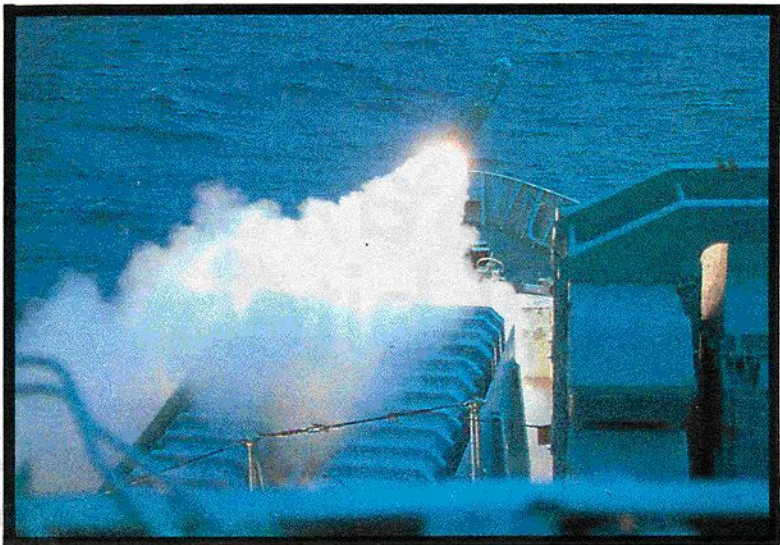
Navy coach CPO Alan Dolman has been asked to coach at the Alan Minter scholarship week in Cambridge from September 6 to 13. The scholarship is for class A winners of the 1983 junior ABA finals.

Schumacher and Ferdinand are likely to get another overseas trip if a Navy tour to Maryland USA gets the final go-ahead. It is planned for the strongest possible RN team to box against Potomac Valley Amateur Boxing Federation in a 10,000-seat stadium on September 29.

Hang gliding

THE RN hang gliding championships take place in the southern Lake District from August 26 to 29. Secretary of the RN and RM Gliding and Soaring Association is MEA(P)1 A. E. Smith, FMG Buildings, HM Naval Base, Portland.

One, two, three — all systems go



THREE more pictures illustrate vividly the various forms of Royal Navy firepower during Exercise Springtrain.

HMS Battleaxe launched the Exocet (left) at the old RMAS

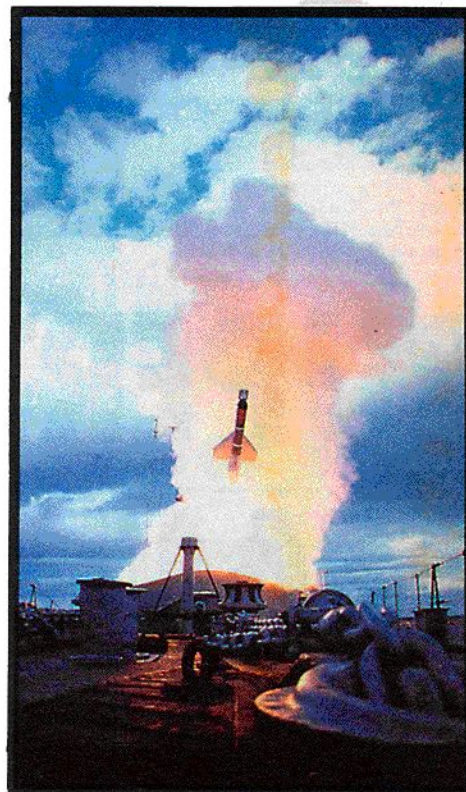
tug Faithful and the Seawolf (centre) at a Rushton target — and both found their mark. The picture on the right shows HMS Ajax firing her main armament, the Ikara anti-



submarine missile.

The Battleaxe has been preparing for her future programme, expected to include service with ships on South Atlantic duty.

As well as three Ikara and many Seacat firings, the Ajax has had a busy year of exercises and was looking forward to her summer leave in Devonport.



Battleaxe pictures: AB(M) Steve Johns. Ajax picture: Lieut.-Cdr. A. S. Peacock.

ICE SHIP

From front page.

"In addition, her ship's company has helped to relieve the loneliness of isolated communities by providing sport and entertainment.

"In 1981-2 the Endurance completed a full and successful Antarctic season, making a significant contribution to the scientific work of the British Antarctic survey and the Scott Polar Research Institute. In the process, she often found herself operating in extreme weather conditions in largely uncharted waters," the citation adds.

FIRST REFIT

Meanwhile, the Endurance's first refit in Portsmouth for many years is on schedule and progressing well. Her long-serving engines are being completely reconditioned, and a 2ft. gash sustained 5ft. below the water line from an iceberg in the Antarctic last March is being repaired.

The ice patrol ship is due to leave dry dock early in September to begin a programme of trials and work-up, culminating in a visit to the north-east and rededication at Portsmouth on October 14.

Later she is expected to leave for more South Atlantic service.

● Wilkinsons are replacing the sword which was awarded to the Royal Marines detachment in the Falklands several years ago, a presentation being arranged for late July. The original sword was among property and possessions which disappeared during the Argentine invasion.

AUSTRALIA — HERE WE COME!

ORIENT EXPRESS, the Royal Navy's major deployment out of the NATO area starting this autumn, will take RN ships to the Indian Ocean, Australia and New Zealand, and the Far East.

Led by the carrier HMS *Invincible*, the group will spend seven months on deployment before returning to the UK next April.

Vessels involved will be HM ships *Aurora*, *Rothsay* and *Achilles*, supported by RFAs *Olmeda*, *Regent* and *Appleleaf*. The ships will sail from the UK on September 1.

Once in the Indian Ocean, the group will be joined by

HMS *Andromeda* and RFA *Grey Rover*. In November HM ships *Glamorgan* and *Brazen*, supported by RFA *Blue Rover*, will sail to join the group, and will relieve the *Andromeda*, *Achilles* and *Grey Rover*.

The Flag Officer First Flotilla (Rear-Admiral Jeremy Black) will fly his flag in the *Invincible*.

Detailed planning of the deployment is still in progress, but it has already been agreed that the *Invincible* and her escorts will carry out a series of goodwill visits to Australia and New Zealand.

Exercises

These will take place between November and the beginning of January, and it is planned to conduct a series of maritime exercises with the Australian and New Zealand armed forces.

Intention to resume sending naval task groups on long detachments for visits and exercises in the South Atlantic, Caribbean, Indian Ocean of further East was announced in 1981. But the deployment planned for 1982 had to be cancelled because of the South Atlantic operations.

Diving skills lift Scillies helicopter

ROYAL NAVY divers and helicopters from RN air station Culdrose played a prominent role in operations which followed the crash of a British Airways Sikorsky helicopter off the Scilly Isles in July with the loss of 20 lives.

A Wessex 5 of 771 Squadron and Sea King of 706 Squadron searched in poor visibility.

LACMN Stephen Wright (who was Mentioned in Despatches for service in the Falklands war) made a circling dive to the sea bed after the passenger helicopter had sunk in about 200ft of water.

Despite searching as long as possible at these depths, he was unable to locate the aircraft. Meanwhile six survivors had been picked up by lifeboat.

Later, divers were flown to the scene to boost the RN diving team on board the chartered diving support ship *Seaforth Clansman*.

By skilful work divers located the fuselage, lifted it and brought it back to the mainland.

SUNK

● In late June, cannon fire from the frigate HMS *Tartar* sank an offshore supply vessel which had become a danger to shipping off the Isle of Wight.

The stricken ship *Spearfish* collided with a gas drilling rig and became entangled in one of the rig's four legs. The *Tartar* got a line on board the ship and towed her clear before sinking her.

Earlier, a Wessex 5 rescue helicopter from HMS *Daedalus* had winched to safety the *Spearfish's* six-man crew. The aircraft had to be flown so close to the rig by Sub-Lieut. Rob Cuthbert that the rotor blades were clipped by the rig's superstructure.

Order due on new submarine

WITH 11 nuclear-powered Fleet submarines in service, five more on order and tenders invited for another, MOD now expects to order the first of the Navy's new type of conventional submarine later this year.

This was reported in a White Paper, presented in July, which showed a defence budget for 1983-84 approaching £16 billion and containing no major shifts of policy or changes of direction.

It was made clear that the Government will continue with its plan for Trident as replacement for Polaris.

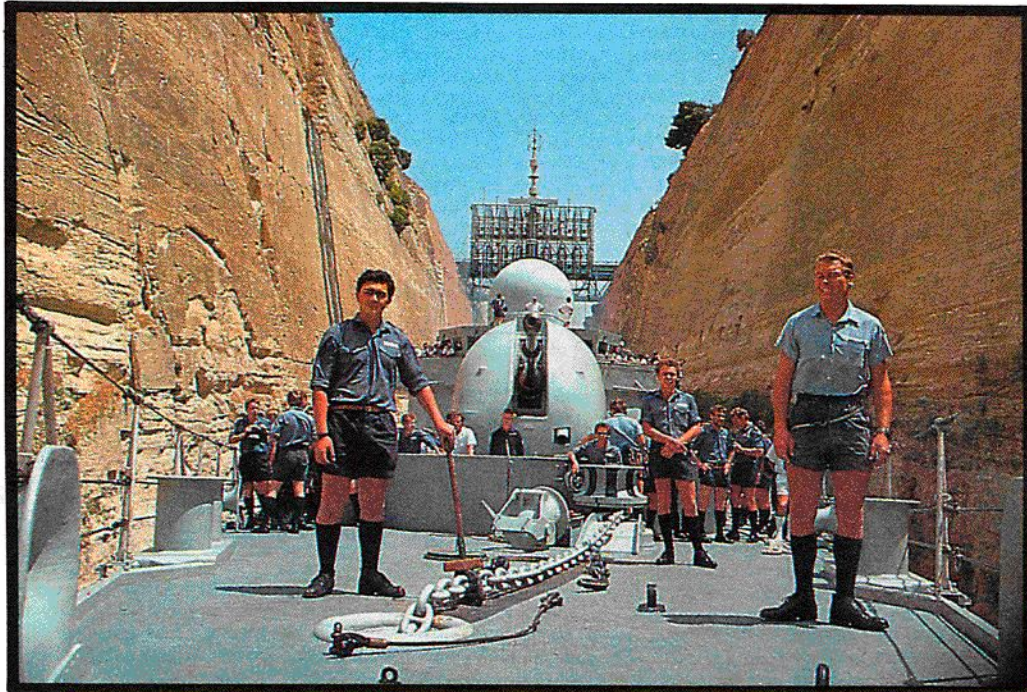
FALKLANDS

Defence Secretary Mr. Michael Heseltine said valuable conclusions were still being drawn from analysis of the Falklands experience.

In the equipment programme the White Paper showed the Fleet is being provided with an interim airborne early warning system by fitting Searchwater radars to Sea King helicopters.

An order for replacement of RFA *Sir Galahad* is expected this year, and it is hoped that *Sir Tristram* can be repaired.

Arrangements are being made to complete the change of Portsmouth Dockyard to a fleet operating and maintenance base by September 30 1984, although it is now planned "additionally to retain a measure of docking and refitting capacity at Portsmouth."



Stand at squeeze

HANDS TO BREATHE IN... AB(R) Shaun Lee and PO(M) Bill Armitage keep a close eye on the anchor as HMS *Glasgow* (beam, 46ft.) slips through the Corinth Canal (width, 70ft.) after sailing from a four-day visit to Athens. From the canal, which the ship transited with no bumps and the aid of a Greek tug, the *Glasgow* made a swift return passage to the UK to complete a nine-week Mediterranean deployment.

Picture: AB(M) De Silva.